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PURE NON-ALCOHOLIC
APPLE JUICE
Invaluable for Stomach and
Diabetes.
Per doz. quart... \$7.25
Per doz. pints... 1.85
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Hongkong Daily Press.

ESTABLISHED 1857.

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The only Reliable Brand is
MARTINI ROSSI
SUCCESSORS
MARTINI SOLA & CO.
AGENTS—
H. PRICE & CO.,
12, Queen's Road Central.

No. 14,427 號柒十式百肆千肆萬壹第 日捌拾月五年十壹緒光 HONGKONG, FRIDAY, JULY 1st, 1904. 伍拜禮 號壹月柒年肆零百九仟壹英港香 PRICE, \$3 PER MONTH.

WATSON'S PRICKLY
HEAT LOTION
IS A FIRST-RATE PREPARATION.

IT AT ONCE RELIEVES THE SKIN
IRRITATION AND PRODUCES A
SOOTHED, QUIET FEELING.

A. S. WATSON & CO.
LIMITED,
MANUFACTURING CHEMISTS.
ESTABLISHED A.D. 1841. [a138]

CUTLER, PALMER
& CO.'S

PRICE \$11.00 PER DOZEN
NET

"SPECIAL BLEND" WHISKY
Blend
Selected
Distillations of the
Finest Scotch Whiskies
Apply to
SIEMSEN & CO., Hongkong. [a48]

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.

Is of 375 lbs. net \$4.75 per Cask ex Factory.
Is of 250 lbs. net \$2.85 per bag ex Factory.
SHEWAN, TOMES & CO.,
General Managers.
Ho Kung, 14th August, 1903. [a145]

ICTORIA CYCLE EMPORIUM
We are Sole Agents for the following:
TRIUMPH, PIONEER, CENTAUR, and
NEW PREMIER CYCLES. Best American
Machines in the Market, always on hand and
for Sale. Also a Large Assortment of SECOND-
HAND MACHINES of various makes,
nearly as good as new, at greatly reduced prices.
MOTOR CYCLES, MAIL CARRIAGES,
RICKSHAS FITTED WITH PNEUMATIC
TYRES AND BALL BEARINGS THROUGH-
OUT. Everything in the trade always kept in
Stock. First-class workmanship guaranteed in
all branches of the business. Reasonable
prices. McKIBBY & CO.,
43 & 34A, Queen's Road East.
[a145]

COLD STORAGE.
THE HONGKONG ICE COMPANY, LTD.,
have now 40,000 Cubic Feet of Ice,
Storage available at RAIFORD'S STORES will
be Open at 10 A.M. and 4 P.M. daily, Sundays
excepted to receive and deliver perishable goods
Wm. PARLANE, Manager.
Hongkong, 15th November, 1901. [a145]

DAVID COHEN & SONS
MERCHANDISE
NAVY BOILED
ONE FLAX
RELIANCE CROWN
TARPAULING
ARNHOLD, KARBERG & CO.
Sole Agents.
[a145]

RUINART PERE & FILS, REIMS.
Established 1719,
CHAMPAGNE GROWERS AND
SHIPPERS.
Ship only the Finest Quality
Extra Dry (Green Seal)
LAUTS, WEGENER & CO.,
Sole Agents.
Hongkong, 13th May, 1903. [a145]

HIRANO WATER.
THE QUEEN OF TABLE WATERS.
PURE, SPARKLING, INVIGORATING
THE LEADING MINERAL WATER OF THE EAST
Bottled in Japan by H. E. REYNELL & Co.
BEWARE OF JAPANESE IMITATIONS.
F. BLACKHEAD & CO., AGENTS.
Hongkong, 31st July, 1903. [a145]

QUAN WAH & CO.
GRANITE AND MARBLE MERCHANTS.
EXPORTERS AND CONTRACTORS.
Sole Agents of
QUAN TAI & CO., Lime Manufacturers.
All descriptions of
GRANITE AND MARBLE FOR EXPORT.
Dealers in
GRANITE AND MARBLE MONUMENTS
Prices & Estimates on Application.
No. 1, QUEEN'S ROAD EAST.
Hongkong, 17th October, 1899. [a145]

CARTRIDGES.
IMPORTED EVERY MONTH, THERE-
FORE ALWAYS FRESH
E. LEY, SCHULTZ'S, AMBERITE
AND KYNOC'S SPORTING
CARTRIDGES 8, 10, 12, 16, and 20 BORE,
and NEWCASTLE CHILLED SHOT in
all Sizes, Nos. 10 to 55SG. AIR GUNS and
AMMUNITION in Variety.
WM. SCHMIDT & CO.
Hongkong, 28th November, 1902.

NEW STOCK
SUMMER UNDERWEAR
SHIRTS. COLLARS. TIES.
STRAW HATS. PITH HELMETS.
RAINCOATS AND WATERPROOFS.

LANE, CRAWFORD & CO.

Hongkong, 10th May, 1904.

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned—

SUPERB OLD COGNAC,
\$23.50 PER DOZ.
Distinguished by Four Stars on the label.

ANOTHER FINE COGNAC, \$18.50 per doz.
Less old than the above.

IMPERIAL BRANDY
\$12.00 PER CASE.

THE ELITE OF WHISKY—
THE "PALL MAIL,"
\$21 PER DOZ.
11 Years old, the finest quality shipped.
Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL
BLEND WHISKY,
\$11.00 PER DOZ.
Very soft, palatable, and mature.
EVERYBODY SHOULD TRY THESE ITEMS

AGENTS—SIEMSEN & CO., HONGKONG.

C. P. & Co.'s INVALIDS' PORT
\$21 PER DOZ.
This fine Wine is old, soft, and of grand flavour.
See analysis and certificate by Professor Cassal.

DOURO PORT,
\$15.00 PER DOZ.
A fine, full, and fruity wine.

AMOROSO SHERRY,
\$20 PER DOZ.

LA TORRE SHERRY,
\$17.00 PER DOZ.
A natural and most pleasant wine to the taste

BENEDICTINE LIQUEUR—
D.O.M.,
\$41.75 PER DOZ. QUARTS.
\$43.75 PER 2 DOZ. PINTS.
THEY ARE UNEQUALLED AT THE PRICE

E. C. WILKS & CO.
MARINE SURVEYORS.
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SALVAGE WORK UNDERTAKEN.
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CONTRACTS FOR NEW TONNAGE on reasonable terms with first-class builders.

A large stock of CANALIAN ASBESTOS and ASBESTOCEOL Goods kept.

Agents for Messrs. ALLEN & SONS ELECTRICAL PLANT and CENTRIFUGAL PUMPS.

Telegram Address: "MARINEWORK."

Telephone No. 358.

Hongkong, 1st May, 1904.

ARNHOLD, KARBERG & CO.

LARGE STOCK

OF

LIGHT RAILWAY MATERIAL

ENQUIRIES SOLICITED.

Hongkong, 29th April, 1904.

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GOOD WORK, PROMPT RETURN.

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Hongkong, 21st December, 1903.

NERNST

NERNST ELECTRIC LIGHT.
BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY
AS CHEAP AS GAS!

FOR PARTICULARS APPLY TO

EDM. JOHANNSEN OR SIEMSEN & CO.

TENNENT'S "RED T" BRAND.



TENNENT'S PILSENER BEER.

TENNENT'S INDIA PALE ALE.

TENNENT'S MUNICH BEER.

TENNENT'S STOUT.

BREWED AT THE FAMOUS WELLPARK BREWERY, GLASGOW.

SOLE AGENTS—

CALDBECK, MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS.

15, Queen's Road,
Hongkong. 15th June, 1904.

THE OLD
FAMILIAR BEVERAGE
STONE GINGER-BEER
"CLEPT" "POP."

HOME



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WATKINS LIMITED

CHEMISTS, AERATED WATER MANUFACTURERS,

APOTHECARIES' HALL, WATKINS BUILDING.

AT CANTON, SHANGHAI, HANKOW AND PEKING.

THE
LAHMEYER ELECTRICAL CO., LD.

LONDON

ELECTRIZITAETS ACTIEN GESELLSCHAFT FORM.

W. LAHMEYER & CO., FRANKFURT A/M.

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION

Apply to—

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W. BREWER & CO.

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Brasserie's Naval Annual 1904 ... \$13.00
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Haydn's Dictionary of Dates, Just Out \$17.00
Pall Mall Academy Pictures ... 0.80
Dollars and Democracy ... 5.25
Care of the Children ... 1.50
Clement's Hand-Book of Japan ... 5.25
Advanced Bridge ... 4.60
Bowker's Dynamics ... 4.60
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China from Within ... 4.60
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Triumph of Mrs. Spurge ... 1.75
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COPIING PRESSES, Full Size For Large

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MAPPING PENS.

FOOT RULES.

PROTRACTORS.

PAINT BRUSHES.

OFFICE PINS.

"GEM" LETTER CLIPS, 2 Sizes.

GENTLEMEN'S BLACK AND BROWN BOOTS

AND SHOES, BEST ENGLISH MAKE.

BLICKENSDERFE TYPEWRITERS. [a33]

CONFECTIONERY!!!

THE CHOICE-T AND LARGEST VARIETY, FROM PARIS AND LONDON.

MARRONS GLACES, CRYSTALLISED FRUITS.

TOM SMITH'S CRACKERS.

PLUM PUDDINGS.

STILTON, CHEDDAR, GORGONZOLA, ROQUEFORT, CAMENBERT,

CHEESE SAVOIE, CREAM CHEESE, MACLAREN'S and YOUNG AMERICAN

CHEESE.

YORK HAM and BEST ENGLISH BACON.

TOYS TOYS.

A. CHAZALON & CO.

ROYAL AERATED WATERS

MANUFACTORY.

PRODUCE the Highest Class AERATED

WATERS in the Far East on account

of their High Class Machinery and also of the

superior ingredients they use in the manufacture

of their goods, and the cleanliness, &c., are all

under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BRATBY and

HINCHLIFE, LIMITED, Aerated Water

Engineers and Chemists, Manchester, visited our

factory recently in the course of a tour amongst

Eastern Agents in Water Makers, and was greatly

impressed at the compactness of our factory and

also the methodical way in which everything

pertaining to the making of Aerated Waters

was carried out. He also expressed himself

strongly on the absolute cleanliness of our

whole establishment, which he assured us was

equal to any he had yet visited and superior to

a great many. He also reported that the

quality of our goods was of a first-class nature,

and they showed that scrupulous care was

exercised in the course of their manufacture.

Order Books and Price List. Please apply to

FACTORY and OFFICE, West Point. Tel.

367. Depot, Ice House Street. Tel. 374.

Dr. V. DANENBERG & F. DANENBERG.

General Managers.

Hongkong, 11th May, 1904. [a122]

PURE FRESH WATER.

THE HONGKONG STEAM WATER-

BOAT CO., LD., is prepared to supply

ANY QUANTITY of PURE FRESH

WATER to the Shipping, both for Deck and

Boilers.

Call Flag W.

J. W. KEW,

Manager,

1st Floor, 37, Connaught Road.

Hongkong, 13th June, 1903. [a143]

TONG CHONG & CO.

No. 85, QUEEN'S ROAD CENTRAL.

Manufacturers of Hand-made Pure

HAVANA CIGARS AND CIGARETTES

They are made of best Havana leaves and

possess a mild and choice flavour.

Inspection courteously invited.

Hongkong, 26th May, 1904. [a133]

THE AMERICAN SYSTEM

OF

DENTISTRY

Dr. M. H. CHAUN.

37, Des Vaux Road CENTRAL, HONGKONG

From the University of Pennsylvania, U.S.A.

Hongkong, 3rd June, 1904. [a134]

HOTELS.

HONGKONG HOTEL

A FIRST-CLASS HOTEL IN EVERY RESPECT

Elegantly Furnished Reading, Drawing

Music, Ping-pong and Smoking Rooms.

Private Bar and Two Billiard Rooms for

Hotel Residents.

Dining Accommodation for 300 persons.

Private and Special Dining Rooms.

European Chef and Indian Curry Cook.

Ladies' Afternoon Tea Rooms with European

Matron in attendance.

Ladies' Cloak Room.

Hydraulic Elevators to each Floor.

Bedroom Accommodation—131 rooms.

Electric Lighting throughout. Electric Fans

in Rooms, if required.

Hot and Cold Water throughout.

Wines and Groceries specially imported by

the Hotel Co.

Wines cooled by Hotel refrigerators.

Hotel Linen washed on Premises by

machinery.

Fire Extinguishing Mains and Emergency

Exits on every floor.

MODERATE CHARGES! NO EXTRAS!

H. HAYNES,

Manager.

THE

PEAK HOTEL.

Admirably Situated, Sheltered from the

North-East Monsoon and Open to the South

West Monsoon.

A COVERED GANGWAY LEADS

FROM THE TRAMWAY TERMINUS

INTO THE HOTEL.

Telephone No. 29.

Town Office: 7, DUNDRELL STREET.

[a144]

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.

Private Bar and Billiard-Rooms

Hot and Cold Water throughout.

Electrically Lighted. Electric Fans (if

required).

Electric Passenger Elevator to each floor.

Table D'Hôte at separate tables.

For Terms, &c., apply to the—

MANAGER.

Hongkong, 10th June 1903. [a1092]

CONNAUGHT HOUSE.

A FIRST CLASS HOTEL Situated near

the Banks and Principal Offices.

Excellent Cuisine and Wines.

Large and lofty Rooms, Elegantly Furnished

Hydraulic Elevator, hot and cold water

throughout.

Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to the

MANAGER.

Hongkong, 31st October, 1902. [a149]

"BOA VISTA"

(HOTEL-SANITARIUM OF SOUTH

CHINA)

MACAO

HAS been re-opened under European

management and most strict supervision

as to food, cleanliness, and hygiene of the place.

All comforts of a home.

A most pleasant retreat for those desirous of

a few days rest and quiet.

Comfortable accommodation for travellers

paying a visit to the historical and picturesque

colony of Macao.

Macao is 40 miles south-west of Hongkong

One

INTIMATION

A. S. WATSON & CO.,
LIMITED

THE LEADING MANUFACTURERS
OF
AERATED
WATERS
IN THE FAR EAST.

AERATED WATERS of our manufacture
made under constant European expert supervision
are sold throughout the Far East and are
invariably preferred on account of their
excellence.

THE MACHINERY in use embodies every
improvement up to date.

ABSOLUTE PURITY is guaranteed.
THE BEST MATERIALS only are used.

THE PRICES are only half those charged
in England.

WATERS MANUFACTURED BY US
are acknowledged by the leading English
makers to be equal to those of their own
production.

A. S. WATSON & CO.
LIMITED.

THE HONGKONG DISPENSARY.
ESTABLISHED A.D. 1841.

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Only communications relating to the news columns
should be sent to the Editor. Correspondents
should send their names and addresses, and
not for publication, but as evidence of good faith.
All letters for publication should be written on
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No anonymous communications should be accepted.
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Telegraphic Address: Press. Codes: A.B.C. 5th Rd.
P.O. Box, 33. Telephone No. 12

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD, C.I.

LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 1ST JULY, 1934.

The laws of naval warfare in so far as they
affect floating mines have naturally been
much discussed by the experts since the
sinking of the Japanese battleship *Hatsuse*
after striking a Russian submarine mine
ten knots to the south-east of Liaotshan.
The fact that this mine was so far outside
territorial waters, and that other mines
have also been observed floating on the
high seas, has led to a charge of "strewing
the high seas" with mines being preferred
against Russia, and support is found for
the allegation in the Russian official report
issued from the headquarters at Moukden
by Major-General PRLOUC, which plainly
stated that the battleship "struck mines
set for the enemy." Curiously enough, the
report of Rear-Admiral WIRGERT, who is
in command at Port Arthur, omits to state
exactly where the disaster occurred,
except that it was east of Port Arthur, nor
does it claim the mine which the *Hatsuse*
struck as one which had been "set for the
enemy." Admiral Togo has no doubt that
it was a Russian mine which sent the
Hatsuse to the bottom, but the only evidence
of its having been deliberately placed in
that position by the Russians is in the tele-
gram given out for publication by Major-
General PRLOUC. As, however, telegrams from
that source have so often conveyed untrust-
worthy information, we can hardly accept this
particular statement as one to be implicitly
believed. Whether any official denial has
not been by Russia to the allegation has
not been ascertained; but it would be incon-
ceivable that the neutral Powers have failed
to intervene. In the Russian Government on
this recently there has been some
interesting correspondence on the subject.
CYPRIAN BRIDGE, the late Commander-in-

Chief of the British Squadron in these
waters, figures as one of the correspondents.
Admitting, he says, the correctness of the
reports that Chinese junks were used for
mine-laying, there is no convincing evidence
that either belligerent has laid mines in
"the open sea," or outside strictly territorial
or directly threatened waters. "Anyone
who has seen what happens, even in peace
manoeuvres, when mines are laid for a
brief period in unenclosed water, will know
the impossibility—after only moderately
"bad weather—of ensuring that the mines
will remain in place. It is quite common
to find that some have shifted their posi-
tion considerably. Mines laid in the outer
anchorage of Port Arthur or at Dalny and
in the bays on either side of the Liaotung
Peninsula—whether by the defenders or
the assailants—are likely enough to break
adrift in such gales as are common in the
spring in the locality in question; and
some of them would probably drift out
into the open sea."

Notwithstanding General PRLOUC's des-
patch, then, we may well hesitate to believe
Russia guilty of so foul a crime against
humanity as would be involved in strewing
the neutral seas with explosives. The
limit of territorial waters is three miles,
though eminent jurists have been found to
argue that the distance shifts automatically
in accordance with improvements in artillery.
An international conference seems desirable
for the consideration of many questions
relating to the rights and duties of neutrals
which the *Hatsuse* disaster has raised,
and not the least important of such ques-
tions are the following propounded by
Admiral PRLOUC in the letter we
have already referred to:—Is de-
fending the approach to an anchorage
with mines, or trying to block it up
with them, to be treated as a breach of
international law? Is the "due diligence"
doctrine, of which we heard so much in con-
nection with the *Alabama*, to be made
applicable to the action of belligerent mi-
nelayers for the benefit of neutrals? Is the
value of mines, used either by the attack or
by the defence, great enough to compensate
for the direct risk to friendly ships or for
the probable consequences of neutral resen-
tment? How far does international law
give a right of complaint to neutrals, after
they have allowed a war to begin, if they
experience inconveniences the occurrence of
which might have been foreseen?

Ten cases of plague were notified during the
twenty-four hours ended at noon yesterday. All
the cases were Chinese, and all were fatal.

Sir Matthew Nathan, R.E., K.C.M.G., the
new Governor of Hongkong, writes to be en-
treated to dinner by Mr. Wm. Kewick, M.P.,
to meet a number of Hongkong and China
people, on the 26th June.

Rear-Admiral Charles G. Robinson, on pro-
motion and on return home from appointment
as Senior Naval Officer at Hongkong was
recently received in audience by His Majesty the
King.

It is worthy of note that the rainfall during
the twenty-four hours commencing 10 a.m. on
Wednesday and ending the same hour yester-
day was, according to the Observatory report,
6.72 inches, which is greater than the fall for
the previous two days.

Referring to a paragraph which appeared
recently in the *Daily Press* relating to a
man arrested for being in possession of beans
supposed to be stolen escaping from the dock
at the Police Court, the *Singapore Free Press*
asks whether Mr. Gompertz, the Magistrate,
gave the prisoner more beans. He did.

We learn from Wushow-fu that Mr. Fox,
H.B.M.'s Consul, left there some three weeks
since in the gunboat *Moorehen* for Nanning, but
the vessel was obliged to stop en route until
the water rose, when she would be able to go
up. The recent heavy rains have no doubt
enabled the *Moorehen* to reach Nanning, as we
hear there have been heavy freshets in the
West River.

By kind permission of the Commander of
Police, the String Band will play the follow-
ing programme of music at the Macao Hotel
from 7.30 p.m. to 9.30 p.m. to-morrow, July
2nd:—
March: "Free Lance" Herman Leibig
Overture: "Pique Dame" Suppe
Waltzes: "Dream Faces" J. Meisler
Selection: "N. N. N." S. H. H. H.
Waltz: "Sweet Thoughts" O. E. Blum
Scherzo: "Angels" F. H. H. H.
Tarentelle: "Napolitaine" F. Auguste

The Rev. Mr. Collyer, missionary in Corea,
addressing the members of the Anthropological
Society on the Corea people, mentioned that
the system of identification by finger prints,
which was introduced into Europe recently, had
been practised in Corea for many centuries. He
had, he said, been able to trace back its use for
1,200 years in the deeds for the sale of slaves.
The slave was required to place her hand—
all the slaves were women—upon the sheet of paper
on which the deed was written, and the outline
of the fingers and thumb was traced, after which
an ink impression of each of the fingers was
taken.

In view of the recent agitation for improving
the Fire Brigade service here, it is interesting
to note that at Peking the Resident Electrical
Engineer submitted a report for a sea-water fire
service for some of the principal business
thoroughfares. The idea was to make use of
electric power to pump up a supply of water
sufficient in quantity and pressure, available
immediately in case of fires. As, however, it
was thought that when the proposals now adopted
in connection with the water supply to the
towns are carried out, there will be sufficient
pressure in the pipes, this scheme is unnecessary.
The same argument is used in Hongkong.

At the present moment, says the *Electrician*
Magazine, "when the eyes of the world are
centred on the Far East, it may be of interest
to note that Dalny was one of the most
progressive communities as regards the applica-
tion of electricity to public and private
requirements. The central station, completed
about twelve months ago, had a total capacity
of 3,000 horse-power, with space for additional
machinery of the same output. In addition to
public and private lighting by electricity there
was apparatus for pumping the dry docks and for
driving machine, boiler, and other workshops
in the harbour. The town also possessed an
admirable telephone system.

Pong Lun, a Chinaman, who was sentenced
to death for the murder of a fellow countryman,
was executed at Liverpool on the 31st May.
He died a Christian, being confirmed by the
Bishop of Liverpool. He awaited his end
with stoical indifference, and seemed to be
looking forward to the final scene with more
curiosity than dread. An unusual circumstance
in connection with the execution is the fact that
the majority of his fellow countrymen in the
district signed a petition to the Home Secretary
praying that he should not be reprieved. It
was pointed out that the murdered man was of
a peaceful disposition, and much liked by his
friends, and that, therefore, the law should
take its course.

According to the assertion of Miss Annie
Taylor, of the Tibetan Pioneer Mission, who
writes from Yantong to the *London Morning Post*,
the Tibetans have all along been anxious to get
into communication with the English, but are
prevented from doing so by the Chinese officials.
This lady, who is the only Englishwoman in
Tibet, says the Tibetans have to choose be-
tween death with dishonour at the hand of a
Chinese executioner if they offer no resistance
to the advance of the mission, or death with
honour by resisting the advance, and like brave
men they choose the latter. She goes on to state
that a few years ago the Tibetan Government
spoke of sending a mission to Lord Curzon to
ask for Great Britain's protection against their
Chinese masters, but protection could not be
aured the chiefs who might go, so after about
a year they went to Russia for help, as the
Russians do not fear the Chinese. A mere
handful of Chinese soldiers, she says, keeps the
Tibetans in subjection, and she pleads for a
British protectorate for Tibet, adding, "or
some day it will be under the protection of
Russia."

Chinese physicians have some curious
notions in regard to human anatomy, writes
a medical man in a home paper. The truth is,
they know nothing about anatomy as
that word is understood by our physi-
cians, their principal authority being a
work entitled "Netjing," of which Huang-ti,
who lived from 2697 to 2597 B.C., is said to be
the author. According to Chinese physicians,
the human heart occupies almost the same
position as is assigned by European and
American physicians to the stomach. They
claim that a human being has 365 bones, which
correspond to the 365 days of the year; that a
man has 12 ribs and a woman 14, and that a
man's skull is composed of eight pieces, while a
woman's has only six. Moreover, they say that
in every human body there are 22 parts which
are important and 56 which are unimportant,
and they lay great stress on the necessity of
taking good care of the important parts. Our
physicians do not rate their Chinese colleagues
very highly, yet ample testimony has been fur-
nished by missionaries and others that there are
in China many who are wonderfully skilled in
the art of healing. Still, whatever may be
their skill in healing, a skill largely based on
their knowledge of medicinal herbs, the
acquaintance with the anatomy of the human
frame, as depicted by their charts, is not
calculated to inspire one with confidence.

By kind permission of Lt.-Col. Iremonger and
officers, the Band of the 93rd Burma Infantry
will play the following programme of music at
the King Edward Hotel, during dinner to-
night (weather permitting):—
March: "The Espada" Ivan Caryll
Overture: "Lodoiska" Cherubini
Selection: "The Chieftain" Sullivan
Song: "Liebelied" Karoly Klav
Selection: "Herrn England" German
Waltz: "Hansel and Gretel" Busch
Gavotte: "Encores" B. H. H. H.
"God Save the King."

MENU.
Hors d'oeuvres
Tomatoes Cucumbers Water Cress
Scotch Eggs.
SOUPS
Asparagus and Custard
FISH
Boiled.
ENTREES
Fillet of Beef Larded and
Pricassee of Sheep's Tongue
JOINTS
Roast Leg of Mutton Roast Turkey
Cold York Ham.
CURRY
Chicken.
SALAD
A la Germane.
VEGETABLES
Boiled Potatoes Chipped Potatoes
Lima Beans. Okros.
DESSERTS
Plum Pudding Sponges Cakes
Lemon Ice Cream Pudding Cakes.

TELEGRAMS.

[FROM OUR OWN CORRESPONDENT.]
**THE TIBETAN POSITIONS
CAPTURED.**

AN ARMISTICE.
LONDON, 30 June.
The British Expeditionary force has
captured the Tibetan positions, and the
Tibetans have asked for an armistice.

Captain Craster was killed in the engage-
ment.

[REUTER'S SERVICE.]
THE TIBET EXPEDITION.

LONDON, 28th June.
Col. Macdonald with reinforcements has
reached Gyantse after a stiff fight at the Naini
Monastery in which the British casualties
amounted to 5 killed and wounded.

THE KING IN GERMANY.
LONDON, 28th June.
The King has visited Hamburg, where he
was received by the Burgomaster and Senators
and enthusiastically welcomed by crowds.
At the Banquet at Kiel yesterday evening
Their Majesties' toast referred exclusively to
yachting, politics being unmentioned.

CORRESPONDENCE.
THE BOTANIC GARDENS.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 28th June.
SIR,—As the remarks of a "Resident"
relative to the Public Gardens so clearly denote
one of a stamp, a class that cannot be equalled
by mean mortals of other means, I can possibly
give another side to the picture presented in
the Gardens.
A mean Chinese mortal, full dressed with-
standing, might have been seen one Sunday
afternoon forcibly ejected from the Gardens by
an Indian constable, and not only ejected, but
dragged off, possibly to get a beating in a lonely
spot, or at the station—and why? Not for
creating a disturbance of the peace, but merely
for refusing the dignity of a stable custodian of
public order, a man who had seen martial service,
but desired to use his great power extravagantly.
How many desire to go to the Gardens for
scientific purposes? Are they not resorted to
by the public generally to gratify a taste for
beauty, as a pleasant resting place after the
irksomeness of business?

The few scientific gentlemen cast ashore in
Hongkong can enjoy the Gardens, and benefit
their health as well, by visiting them before
breakfast, while the crystal dew yet lingers on
the passive petals.
Possibly a "Resident" never imagines that
there are some, even Britishers, who so far from
objecting to the presence of Brother John, con-
sider that he often adds greater interest to the
scene, and that others also are students of the
language of the lower mortals, and find in the
Gardens the best opportunity for learning and
improving colloquial Chinese. The fact of
having to present a card would effectively deter
your humble servant, which might not be a
pity to the dwellers on the heights.—Yours
truly,

TRAMPUS.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 30th June.
SIR,—It is clear that the average European
resident is unreasonably prejudiced against the
Chinese, for on reference to the correspondence
that has been published on the above subject in
the correspondence column of your valuable
paper and in that of your local contemporaries,
one cannot fail to grasp the present position of
affairs. Some correspondents have stated that
it is undesirable to allow Chinese, irrespective
of class, to visit the Botanical Gardens, but I
cannot see why respectable and well-to-do
Chinese should be excluded. Every rational
man knows that the Chinese gentleman and the
street coolie are as distinct from each other as
the English gentleman and the English navvies
or gutter-snipe, and it is absurd to class them
together.
The above also refers to the Parade Ground.
There is no reason whatever why Chinese
gentlemen should not be allowed on the grounds
during the military band performances. I
would like to know if Chinese gentlemen who
dress in European style are allowed to have the
same privileges as Europeans on the Parade
Ground on such occasions; if so, why? They
are still Chinese, no matter what style of dress
they adopt.

With regard to European residents being
unreasonably biased, mention may be also made
that even the local Young Men's "Christian"
Association is divided into two departments, a
Chinese and a European. In Christianity all
men are supposed to be on an equal basis, but it
is somewhat singular why Chinese members of
the Association are not allowed to enter the
European department. Christianity indeed, and
so-called British justice! Why are Chinese
allowed to live in Hongkong at all?—Yours,
etc.,

L. W. L.
A marriage has been arranged, and will
take place at Tientsin in November next,
between Captain E. H. Daniell, D.S.O.,
D.A.A.G. North China, and Miss Winifred
Curry, eldest daughter of Mr. Percival
Curry.

THE WAR.

[FROM OUR OWN CORRESPONDENT.]

THE IMPENDING BATTLE.
LONDON, 30 June.

It is reported in St. Petersburg that
serious fighting took place yesterday
between the forces of General Kuro-
putkin and General Kuroki near Liao-
yang.

[REUTER'S SERVICE.]
**THE ENGAGEMENT AT
FENSHUILLING.**

STURBORN FIGHTING.
LONDON, 28th June.
A despatch from General Keroputkin
says that the Japanese on the 26th instant
occupied Motienling, Taeling and Fenshuil-
ling passes, engaging the retreating Rus-
sians.

[This confirms the telegram from our own
correspondent published in the *Daily Press*
yesterday.—ED.]

[JAPANESE OFFICIAL DESPATCHES.]

TSUKYO, 30th June, 3.25 p.m.

Our Takushan army reports the details
of the occupation of Fenshuilling.

The army, forming three columns, com-
menced the operation for occupying
Fenshuilling on the 25th inst., where the
Russians had constructed a semi-permanent
fortification with forts, entrenchments,
wire entanglements, and abatis. They
offered a stubborn resistance, but our de-
tachments, after some fierce engagements,
succeeded in surrounding the enemy, and
finally took Fenshuilling on the 27th inst.
The enemy's dead found on the main road
numbered over 90, while those left else-
where have not yet been estimated.

Six Russian officers and 82 men were
captured.

Our total casualties are estimated at 170.

**RUSSIAN TROPEDO ATTACK
AT GENSAN.**

TSUKYO, June 30, 7.15 p.m.
Our Consul at Gensan reports that early
on the morning of the 30th inst. six Rus-
sian torpedo-boats entered the port and fired
about 200 shots upon the Japanese settle-
ment, sunk one steamship and one sailing
vessel, and then rejoined three ships out-
side the harbour and disappeared.

Two Koreans and two soldiers were
slightly wounded. The damage done to
the buildings was insignificant.

P. & O. STEAM NAVIGATION CO.

The Report for the half-year ended March 31
states that the return of troops from South
Africa practically ended the transport service,
which had been continued for three years during
the War in that country, and the receipts show
in that respect a considerable decline during the
past half-year, compared with the figures in the
corresponding period of 1902-03. The return
of a number of vessels to their normal employ-
ment has, however, been the means of improving
the general freight earnings to a considerable
extent, notwithstanding the continuance of very
low carrying rates. The passenger receipts
contrast unfavourably with the figures of last
year, which is partly due to the fact that the
comparison is made with a period which em-
braced the traffic arising from the Indian Durbar,
and partly to the effect of a lower tariff (*inter
alia*, the removal of the coal surtax) and the
extension of the Company's return ticket system,
of which the public have largely availed them-
selves. The Eastern trade has shown no greater
buoyancy, as regards rates of freight, than for
some time past. Certain circumstances have
proved additionally unfavourable, such as the
disturbance in the export cotton trade from
Manchester, and the cessation of trade between
Bombay, China, and Japan, due to the inflation
of cotton prices and to the war between Russia
and Japan. The Company's intercolonial
steamers have, therefore, not been able to find
their usual employment. Coal will prove
slightly dearer during the currency of the
present financial year, and the labour charges
continue in every direction on a very heavy
scale. The net effect of the half-year's work
shows a fair result, and the Directors have
declared the usual interim dividend on the
Deferred Stock at the rate of 7 per cent. per
annum. The present main contract comes to
an end early next year. After prolonged
negotiation, the Directors have agreed with
the Postmaster-General for a new contract
to carry on the same services as at present,
but with a considerable acceleration, during a
period of three years from February, 1905.
The most important feature in the new service
will be the acceleration of the Indian mails
by 24 hours, and their regular delivery at
Bombay in a little over thirteen days from
Calcutta. This, and the other improve-
ments stipulated for (which include a more
rapid transit, both of the Australian and China
services), will involve a large additional ex-
penditure, towards which the Post Office will
contribute £10,000 a year, being an addition
of that amount to the present subsidy, but
which in certain eventualities may hereafter
be reduced.

SUPREME COURT.

Thursday, 30th June.

IN BANKRUPTCY.

BEFORE HIS HONOUR SIR WILLIAM M.
GOODMAN (CHIEF JUSTICE).

THE PO FUNG BANK.

The hearing was continued of the case in
which upon the application of the Official
Receiver, the Court had ordered that an issue
be tried as to whether Lo Yuk Shung, Kwong
King Tong and Kwong Yik Lam were partners
in the Po Fung Bank at the date of the petition
in bankruptcy being filed, or at such other date
as the Court may determine.

Mr. John Hastings, solicitor, appeared for
the Official Receiver; Mr. M. W. Shide
barrister (instructed by Mr. H. W. Looker,
solicitor, of Messrs. Deacon, Looker and
Deacon), appeared for the men alleged to be
partners in the bank; and Mr. S. W. Tso
solicitor, and Mr. O. D. Thomson, solicitor
represented certain creditors.

Mr. Shide in his concluding address said the
issue which his Lordship had to decide was
whether these men were partners in the Po
Fung Bank. It was a very serious question for
all the partners. It was also a very serious
matter for the defendants, for if it was held that
they were partners their money would all be
swept into the net of the Official Receiver.

As to the evidence for and against the defen-
dants, there was the evidence of various witnesses
as to their recollection of conversations held
with these defendants, most of them two or three
years ago; then there was the evidence of
various witnesses who said they saw Lo
Yuk Shung and Kwong Yik Lam at the Po
Fung just after the failure at the meeting
of creditors, taking part in the proceedings as
though they were creditors; and thirdly there
was the evidence of the various lists made by
the managing partner, Kom Tai Yik. The
evidence of conversations which were not
admitted to be true was the most unsatisfactory
form of evidence to establish against any man,
and all the other witnesses called by the Official
Receiver were very much interested in the result
of this action. Mr. Shide in concluding his
address stated that there was nothing in the
books to show that the defendants were partners
in the Bank.

Mr. Bruce Shepherd (Official Receiver, in
reply to his Lordship, stated that the books
showed the two bankrupts to have been partners
in the Bank; but the defendants were not
mentioned except as depositors.

Mr. Hastings, in his address said he repre-
sented the Official Receiver, and through him
the creditors. The issue as to whether these
men were partners was a difficult one to come
to a decision upon. The fact that the Official
Receiver had proceeded only against these
three men must not be taken as an admission
that they were the only partners, for he had
only proceeded against those in respect of
whom he had direct evidence on their declara-
tions or otherwise as to their partnership.
Those whom there was only hearsay evidence
concerning their partnership had not been
proceeded against. The sole question therefore
was not who were the partners in the bank,
but were these three men partners? The
evidence adduced contained specific evidence
that these three men were partners—decla-
tions made for a definite specific purpose,
to obtain business for the bank. And in the
course of canvassing friends and other persons
to give their money in it. No doubt most
of the parties who had given evidence
were interested as creditors, but on the
other hand these persons had the strongest
interest in remembering what was said and
taking a note of it at the time and treasuring
it in their memories because it concerned the
mode of dealing with the bank and depositing
their money in it. Both the bankrupts were
men of straw. The creditors there were men of
business who had deposited large sums with
the bank, some of them \$8,000 and \$12,000; and
they would not have dealt with this bank unless they
had made enquiries and found out that there
were substantial men at the back of it. That
they did so was shown by the fact that the bank
owed them \$120,000.

His Lordship deferred judgment.

IN SUMMARY JURISDICTION.
BEFORE HIS HONOUR T. SERCOMBE SMITH
(PUISSE JUDGE).

LOSS OF GOODS.

Kowu Lung Kee sued Cheung San for
\$337 in respect of damages for the loss of 60
bundles of goods which the defendant had
undertaken to deliver, the goods having been
handed over to the wrong party under an alleged
forged delivery paper. Mr. John Hastings,
solicitor, represented the plaintiff, and Mr.
G. K. Hall Brutton, solicitor, the defendant.

His Lordship gave judgment for the defen-
dant with costs.

A DENTIST'S ACCOUNT.

Dr. Noble & Co., dentists, sued R. M. Ezeki
for \$260 for services rendered and teeth, etc.,
supplied. Mr. John Hastings, solicitor, ap-
peared for the plaintiffs. Defendant was absent.

His Lordship, after hearing evidence by I.
L. R. Peel, of the plaintiff company, gave judg-
ment for the plaintiff with costs.

From Washington comes the report that
typhoid fever germs, Asiatic cholera germs,
and many other forms of bacteria, and the micro-
scopic vegetable forms known as algae, which
give an offensive odour and disagreeable taste,
can be absolutely eliminated from the water
supply of a city by the use of a weak solution
of copper.

HONGKONG SANITARY BOARD

A meeting of the Sanitary Board was held in the Board Room yesterday. Dr. J. M. Atkinson presided, and there were also present Hon. P. N. Jones (Vice-President), Hon. A. W. Brown, Registrar-General, Mr. P. J. Hobbie, Captain of Police, Colonel W. E. Webb, R.A.M.C., Mr. Lau Chu Pak, Mr. Fung Wa Chun, Mr. A. Ramjohn, Hon. H. E. Pollock, K.C., Mr. E. A. Hewett, Dr. W. W. Pearce, Medical Officer of Health, and Mr. T. A. Hammer (Acting Secretary).

Mr. Hewett had given notice that he would move as follows:—That no prosecutions be instituted by any Officer deputed by the Board under Section 30 of the Public Health and Buildings Ordinance, 1903, until the matter has been approved of by the President of the Sanitary Board, or in his absence, by the Vice-President.

Mr. Lau Chu Pak moved:—I doubt if the President or Vice-President can so round and verify every report made by the inspectors. Every officer of the Sanitary Board should be held liable for the proper and satisfactory performance of the duties delegated to him. In the case in question I am of opinion that if anyone was to blame those who were in favour of the existing bye-laws were to blame. They give too much power to the officers to do things according to their own fancy. A sub-committee should be appointed to reconsider the bye-laws, and the Secretary should be instructed that at all times before issuing notices on the strength of the inspectors' reports he must consult the M.O.H.

Mr. Ramjohn moved:—From what I can gather the proceedings against the Godown Co. have certainly brought upon the Board, or more strictly speaking the administration of the Sanitary Department, the approbrium of the public. The time has now come when they must—an inheritance of the old Board and not a creation of the present—should be remedied, thoroughly overhauled; but it cannot be gained that matters have improved under the new regime and progress has been the order of the day since the constitution of the present Board. It might not be generally known that the Sanitary Board is not responsible for the selection and appointment of any of the officers who are chosen to carry out regulations in the name of the Board; and further, that the correspondence of the department and practically all proceedings against offenders, real or supposed, are carried out in the name of the Board generally without the knowledge and consent of its members as a whole.

Mr. Hewett in proposing his motion said he was not a member of the Board when the present Building Ordinance came into force, but he knew what arguments were put forward at the time certain officers were appointed to act for the Board under Section 30 of the Ordinance, and that the very serious question arose afterwards regarding the manner in which this very important branch of the work was carried out. He expressed dissatisfaction with the system, but the majority of the members did not agree with him, and the matter was dropped. Since then there had been another case to strengthen him in his opinion that the proposal made over a year ago that prosecutions be conducted by the inspectors was not calculated to facilitate the work of the Board. On the 11th April a notice was sent to the Secretary of the Godown Co. calling upon him to have certain work done in the servants' quarters of three European houses belonging to the Co. He was a director of that Co. himself and therefore had a small interest in it, but that had nothing to do with this matter. Mr. Osborne put the notice into the hands of his European expert, and to the best of his belief the work was carried out. Some time afterwards Mr. Osborne received a letter stating that the work had not been done. Mr. Osborne wrote twice saying that the work had been properly carried out, and that he did not think it was the wish of the Board to do anything more. He brought to the notice of the Board. The only redress Mr. Osborne had was to appeal to the Council. He sent his overseer to look up the inspector of that district, who visited these houses with Mr. Craddock, and pointed out the work required. It was carried out, and Mr. Osborne saw it and was satisfied that he had done everything he possibly could to meet the wishes of the Board. It was not until some time later, when he received a summons to appear at the Police Court, that he found the work had not been carried out. It was distinctly wrong that such important work should be relegated to subordinate officers of the Board, which, in this case, resulted in the dismissal of the summons against the Godown Co. for they might find themselves in a false position and they might individually and collectively as members of the Board be held responsible for the acts of the servants of the Board. This case clearly proved that it was very wrong that this work should be put into the hands of the inspectors, and therefore to prevent the recurrence of such a thing he brought forward this motion. There were an enormous number of prosecutions constantly being taken against Chinese, and he thought he had reason for fearing that similar mistakes or indiscretions were committed with regard to the Chinese of which they heard nothing. It was very evident that they must do everything they possibly could to see that the work under this section of the Ordinance was carried out without friction, more especially with regard to the lower class of Chinese. He would have preferred to have made the Secretary or Assistant Secretary responsible for the duties mentioned in his motion instead of the President or Vice-President. At any rate it was absolutely

imperative in order to secure the proper and satisfactory working of this thing that prosecutions should not be undertaken without the knowledge of and before the facts of the case had been gone into by one member of the Board.

Hon. Mr. POLLOCK seconded the motion. He thought it desirable that before any prosecution was instituted it should be approved by some member of the Board. The President would be the most suitable member for that purpose. There could be no doubt that the inspectors always endeavoured to do their best in the matter of these prosecutions, but unfortunately, as had happened in this case of the Godown Co., some mistake seemed to have been made. It would be more satisfactory in the future if prosecutions were not instituted without the sanction of the President or the Vice-President.

Mr. RAMJOHN had no hesitation in saying that the Godown Co. had been unnecessarily worried over a very trivial matter. It was clear that the Secretary of the Company did all he possibly could to satisfy the wishes of the inspector, and he should not have been allowed to push the matter to the extreme by bringing the case before the Magistrate, in view of the fact that in default of line-washing the satisfaction of the Board only can that prosecution be instituted. If the Godown Co. had been so much worried, managed by an Englishman who up to a few months ago was a member of the Board himself, what treatment could the ignorant Chinese expect to receive at the hands of the officers of the Department should he come in contact with them? It was fair to say that the management of the Department under Dr. Pearce had vastly improved, but there was still much room for great improvement. He was afraid of the time, demanded by Mr. Hewett's motion, of the President or Vice-President could not be spared because in dealing with applications for summonses inspection of the premises or such other matters would have to be made. He would propose as an amendment that no prosecutions be instituted by any officer deputed by the Board under section 30 of the Public Health and Buildings Ordinance, 1903, until the matter has been approved of by a committee consisting of the M. O. H. and two unofficial members of the Board.

Mr. LAU CHU PAK seconded. It was his opinion, he said, to allow any of the sanitary inspectors to interpret the law in their own way and give them a free hand, which led them to believe that they were responsible only to one or two of their superior officers and to ignore others. Now when the new overcrowding law was being strictly enforced, there were sure to be every day a good many notices, both written and verbal, and if every visiting inspector was authorised to order some alterations to be made or something removed the people would not know whose instructions were correct and whose to obey. In justice to Dr. Pearce he must say that since he took over the office of M. O. H. he had done a great deal to remedy the evil, but as Mr. Ramjohn had pointed out there was still much room for improvement. Many instances had come to his knowledge which created confusion and would have resulted in unnecessary prosecutions if not checked in time. Members were perhaps aware that there were among the inspectors men who were very ignorant as to their duty and who seldom could descend to explain things to the Chinese, but simply jotted down a few almost illegible notes and strutted away leaving the Chinese to find it out. Mr. Lau Chu Pak proceeded to mention several cases illustrating the evil to which he referred.

THE PRESIDENT moved as an amendment to the proposed amendment that the present procedure remain as it is. The Board by resolution had deputed certain officers to perform certain duties. Amongst these officers the sanitary inspectors were deputed under the new Ordinance at the meeting of the Board on 19th February, 1903, to institute summary proceedings before a Magistrate under Section 30 when instructed in writing by the Medical Officer of Health the Sanitary Surveyor or the Colonial Veterinary Surgeon. At the following meeting the senior inspectors were similarly appointed. The procedure which was now in force with regard to illegality was that the district inspectors on their rounds were supposed to notice any contraventions of the sections of the Ordinance or of the bye-laws; such contraventions were reported by them to the senior inspector, and at the same time the district inspector issued a small notice on the tenant calling attention to the defect; the senior inspector's duty then was to verify this notice which had been sent by the district inspector; he then applied to the Secretary for a legal notice or order which was issued by the Secretary and if the illegality was not remedied by that means the matter was reported to one of the M.O.H.'s, the Sanitary Surveyor or the C.V.S., as the case might be, who decided whether a prosecution should take place or not. In all doubtful cases the senior inspectors had been instructed by the M.O.H. to consult one of the M.O.H.'s before requisitioning the Secretary for either a legal notice or a letter.

With reference to the case of the Godown Co. houses he regretted that he was not aware that such a prosecution was instituted, and if Dr. Barnett had consulted him in the matter he could easily have explained how it was that the work required to be done was not fully understood by Mr. Osborne. Dr. Barnett did not know that Mr. Osborne was formerly a member of the Board and had been away on leave in England for 12 months during which the Board had on the recommendation of the M.O.H. somewhat modified the requirements with reference to the domestic cleanliness and line-washing bye-laws—in other words, they insisted upon the under surfaces of

the roofs, staircases and verandahs, in the servants' quarters especially, being line-washed. Since it came to his knowledge that this prosecution had been heard by the Magistrate he had requested Dr. Pearce to visit the premises and report. Dr. Pearce said that the houses were not properly line-washed in July and August last year, when they should have been done. It was only just, he thought, to the officers concerned to go into the facts fully. Ultimately some line-washing was done in December, but not satisfactorily. Dr. Barnett could have ordered a prosecution for that, but for the fact that the next line-washing period, January and February, was so near at hand. No line-washing was done in January and February. A notice calling attention to the dirty condition of certain parts of the premises was sent to the owners in March. That was followed by two letters saying it was unsatisfactorily done. In addition to that Inspector Lyon twice visited the premises with Mr. Craddock, who was on one occasion accompanied by a constable, and pointed out how the line-washing bye-laws had not been complied with and that the under surface of the roof in the coolie quarters and the verandahs had not been touched. On the 25th of May Dr. Barnett visited the place for the second time and found the necessary work was not done. He explained to the constable that unless it was done they would be prosecuted. On 9th June Inspector Lyon reported that the work had not been done, and there was no other course left for Dr. Barnett but to order a prosecution, which he did. Unfortunately he prosecuted under Section 4, sub-section 26 of the Ordinance instead of for a breach of No. 5 of the Domestic Cleanliness and Ventilation Bye-laws, and for that reason, he took it, the Magistrate decided against the Board. He visited the premises on the 25th June and found the manner in which the line-washing had been done unsatisfactory. The Crown Solicitor had also visited the premises and he reported similarly. He regretted that a gentleman who had served on that Board should have been treated in this way, because he was sure a personal interview with Mr. Osborne would immediately have cleared a way out of the difficulty. He had written and told him exactly what he thought was the reason for the prosecution being instituted, and referred to the fact that during his absence certain conditions had been introduced in and were now insisted on with regard to line-washing which were not the custom in former years. Personally he thought the whole trouble had arisen between the overseer and the inspector. Many of the firms in Hongkong had difficulty in getting suitable men as overseers. The inspector told this man exactly what he wanted done. These overseers in many cases were unreliable. With reference to Mr. Hewett's resolution, he might mention that 1,258 prosecutions were instituted last year at the instance of the Board. If, as had been suggested, one officer should have to approve of these prosecutions it would entail amongst other things that he should ascertain that the person to be prosecuted was the actual offender, which might involve visits to the Land Office. Personal visits would have to be made in many cases to verify the existence of contraventions; and practically he would have to perform the greater part of the duties of 18 sanitary inspectors and three Medical Officers of Health. On the face of it, he thought it was impracticable. As showing that the officers had been doing their utmost to improve matters, last year there were 770 prosecutions for dirty premises and failing to clean and line-wash. Up to the 28th inst. the prosecutions had been only 94 against 355 in the corresponding six months of last year. This great diminution was due to the general cleansing of tenement houses by the people under supervision of the Board's Officers and showed that the Board's Officers had been doing their utmost to raise the standard of domestic cleanliness and had to a great extent succeeded and should at once dispel any illusion as to the Board's Officers prosecuting people indiscriminately or unjustly as had been insinuated. The explanation why Mr. Osborne's letter of 9th May was not answered was that the Assistant Secretary saw Mr. Osborne afterwards and understood from him that the work would be done, and so the letter was set aside in that belief. He and the M.O.H. would always be glad to receive complaints from members of the public, and full enquiries would be made and the officer at fault punished. This had been done in certain cases during the last few months. One inspector was fined and another was dismissed.

Hon. Mr. BROWN in seconding the President's amendment said that after the explanation they had heard there was nothing in the case to justify any alteration. If Europeans had any complaints against the action of subordinate officers of the Board they had their remedy in writing to the Board or the newspapers, or approaching one of the members. The Chinese had their remedy in going to him or the M. O. H. or Mr. Lau or Mr. Fung. With these precautions he saw no reason why the inspectors should not be entrusted to carry on this work under the present rules.

In reply to Hon. Mr. Pollock, THE PRESIDENT said Mr. Osborne's letter of 9th May was not submitted to the Board because of the fact that the Assistant Secretary subsequently had the interview with Mr. Osborne and it was understood that the work was going to be done. The President's amendment was carried by the casting vote of the President. The voting was—For the President's amendment—the President, the Vice-President, the Registrar-General, the Captain of Police and Colonel Webb; against—Mr. Hewett, Mr. Pollock, Mr. Lau Chu Pak, Mr. Fung Wa Chun and Mr. Ramjohn.

A CONVENIENCE AT THE PEAK.

The reply of the Government to the Board's recommendation as to the erection of a latrine for coolies at the Peak near the tramway terminus was to the effect that it must stand over till the site of the new tram station had been fixed.

CLOSING A WELL.
The M.O.H. recommended the closing of a well between 76 and 78A, First Street, on Inland Lot No. 629.

The President moved that the recommendation be approved.
Mr. HEWETT seconded and the motion was agreed to.

LIMEWASHING.
The line-washing returns for the past fortnight showed that 3,128 houses in the Central District and 1,392 in the Western had been dealt with.

RATS.
During the two weeks ended 27th ult. 1,055 rats were caught. Of these 82 were infected with plague.

APPLICATIONS.
Several applications for exemptions, etc., were disposed of, among them being one by Mr. E. H. Sharp, K.C., under Section 139 of the Public Health and Buildings Ordinance, 1903, for a permit to erect and maintain a screen on the verandah of No. 18, Bank Buildings.

POLICE COURT.

Thursday, 30th June.

BEFORE MR. H. H. J. GOMPERTZ (ACTING POLICE MAGISTRATE).

48 HOURS' NOTICE.
Brothel keepers residing at First Street, Lau In Lane, Queen's Road West and Circular Pathway, received 48 hours' notice to quit the respective houses.

SILVERSMITH ON STRIKE.
A silversmith was charged with assaulting another man. Mr. Bonnar, solicitor, of Messrs. Denny & Bowley, appeared for the prosecution. There had been a strike amongst the silversmiths at the Mok Foo establishment, Queen's Road Central and Mr. Mok Foo employed some men from Macao to take the strikers' places. On the evening of the 22nd inst., as one of the new arrivals was walking by the Tai Ping Theatre with his master, the defendant and another man assaulted the "blackie".

Mr. GomPERTZ fined the defendant \$25 and bound him over in the sum of \$50 to keep the peace for three months.

FORGERY.
On the 7th ult. a man and a woman, presumably husband and wife, were fined \$90 and \$45 respectively for having illicit opium, and, at the same time, they were committed to take their trial at the Criminal Sessions to answer a charge of forging the Opium Farmer's label. The case, however, was yesterday sent back to the Police Court to have the charges amended. The words "false trade description" were substituted for the words "false trade mark" the Opium Farmer's label not being a registered trade mark. Mr. GomPERTZ told the defendants they could either be again committed for trial at the Sessions, or be dealt with by him; and the defendants chose the latter course. They were sentenced to six months' imprisonment each.

BEFORE MR. J. H. KEMP (SECOND POLICE MAGISTRATE).

A CHARGE OF EMBEZZLEMENT.
A young Chinaman, 22 years of age, was charged by a Japanese firm with embezzling \$1,375.50. Mr. P. W. Golding, solicitor, of Mr. John Hastings's office, appeared for the prosecution. The case was remanded, bail being released.

GAMBLING.
Twenty-one Chinamen were charged with gambling at No. 19, Station Street, Yau-mai. The house was raided and the men were caught in the act. The first defendant, keeper of the house, was fined \$75 or three months' imprisonment; the second defendant, an assistant, was fined \$25 or six weeks' imprisonment; two other defendants, old offenders, were fined \$10 or three weeks' imprisonment, and the rest were fined \$3 each or ten days' imprisonment.

RETURNING FROM BANISHMENT.
A man was arrested for stealing five pieces of clothing and an umbrella. On arriving at the Police Station he was recognised as a man who had been banished.

The prisoner was sentenced to two months' imprisonment for the larceny, and 12 months' imprisonment and six hours' stocks for returning from banishment.

ALLEGED BATTERY.
Lai San, a sergeant interpreter, was charged on remand with having accepted a bribe. Chief Detective Hanson prosecuted and Mr. Otto Kong Sing, solicitor, appeared for the defence. The story of the prosecution was that a coffee house keeper, at No. 48, Temple Street, Yau-mai, after considerable difficulty secured a licence. She was then told by the defendant that the licence had been granted to her through his influence, and he expected a present. After he had gone the woman wrapped \$2 in a piece of red paper and sent it to the defendant by one Kok Ping Kai. The defendant, however, said that the money was not enough, and if the woman did not look out her licence would be taken back. The woman thereupon sold some goods and sent the defendant \$10.

The defendant was committed to take his trial at the next Criminal Sessions.

KODAKS! KODAKS!! KODAKS!!!

AND PHOTO GOODS OF EVERY DESCRIPTION.

We have an Establishment Solely devoted to

DEVELOPING AND PRINTING for Amateurs, where we turn out work of the best description and with great promptness.

LONG, HING & CO.,

17A, QUEEN'S ROAD CENTRAL (Four Doors East of Hongkong Hotel)

—Hongkong, 10th March, 1904.

NAVAL NOTES.

LOCAL MOVEMENTS.
The French cruiser *Pas cal* left for Shanghai yesterday, and the German gunboat *Tiger* arrived from Singapore.

A SALE STOPPED.
The Chilean Minister at Washington (Laffan reports) says that the arrangement for selling the cruisers *Esmeralda* and *Chacabuco* to Mr. C. R. Flint has been suspended, because Mr. Flint's agent declines to give the name of the country to which the warships are to be handed over.

GERMANY'S CHINA SQUADRON.
The *Deutscher Allgemeine Zeitung* complains of the insufficiency of Germany's naval strength in the Far East. Of the vessels on the station the *Prinz Bismarck* would be good if her speed were greater; the *Hansa* and *Hertha*, do not meet modern requirements, and, if at home, would not be in the fighting line; the *Thetis* is the only small cruiser of value; the others might do very well to show the German flag on the coast of Africa or in the South Sea, but they would count for nothing in a naval battle, and the same must be said of the gunboats. This practically reduces Germany's real naval power in the Far East to one large but slow armoured cruiser and one small modern protected cruiser.

H. M. S. "WIDGON."
A recent addition to the British Navy is the shallow draft river gunboat *Widgon*, which is being completed on the Thames by Messrs. Yarrow and Company, of Poplar. She is a steel twin-screw vessel, 160 ft. long, by 24 ft. 6 in. beam, and 6 ft. deep, and is constructed in floatable sections, capable of being bolted together while in the water. The machinery is protected by bullet-proof chrome steel armour, and on the upper deck is an armoured battery of 78 ft. long built of hard steel plates. There is also an armoured conning-tower forward. The armament of the vessel consists of two 6-pounder quickfiring guns, mounted fore and aft, and four 203 Maxims. The *Widgon* is fitted with compound engines, supplied with steam by water-tube boilers of the Yarrow straight tube type. On her trials the *Widgon* attained a speed of slightly over 11 knots during a six hours' run, and over 13 knots on a two hours' run, at a draft of only 2 ft. 8 in. fully laden.

SHIPPING NOTES.

STEAMER MOVEMENTS.
The C.P.R. steamer *Empress of Japan* arrived at Nagasaki at 8.30 a.m. on Thursday, the 30th June, and left again at 5 p.m. same day for Shanghai, where she is due to arrive at 6 a.m. on Saturday, the 2nd July.

The C.P.R. steamer *Empress of India* arrived at Kobe at 4.30 a.m. on Wednesday, the 29th June, and left again at noon same day for Yokohama, where she was due to arrive at noon on Thursday, the 30th June.

The silk or C.P.R. steamer *Empress of China*, which left Hongkong on the 1st June and Yokohama on the 10th June, arrived in New York on the 28th June, thus making a transit of 27 days from Hongkong and 18 days from Yokohama.

The C.C. steamer *Lothian* arrived at Salina Cruz on the 28th June.

The Boston Steamship Co.'s steamer *Shawmut* arrived at Victoria (B.C.) on the 29th June.

WEATHER AT SEA.
The P. & O. *Chusan* and the *St. Leonards*, from Singapore yesterday, experienced fine weather.

The *Teong Sang* arrived from Manila yesterday. She reports that the weather during the passage had an unsettled appearance. The wind was strong from the S.W.

The *Zafiro* reports strong S.W. winds and rain. The s.s. *Wooming* from Shanghai reports that on the 26th ult. she experienced a strong gale, necessitating her taking refuge in Hupgha Basin, where she anchored. On the voyage she passed the British steamer *Kanae*, and the captain of that vessel asked to be reported.

The s.s. *Paranany* arrived from Bangkok yesterday. She experienced strong monsoon and heavy sea on the voyage.

The s.s. *An Pak*, from Saigon yesterday, reports modern to fresh monsoon with corresponding sea to Gay Rock, thence to port moderate to strong N.W. winds and thick weather. The *Ha Sang* from Saigon reports fine to Padaran, thence to port fresh breeze and heavy rain squalls.

The *Hailong*, from Amoy, reports strong winds and heavy sea; frequent rain squalls.

OCEAN RECORD-BREAKER.
The longest ship in the world has been ordered by the Hamburg-American company. The new monster, of 35,000 tons, is to stretch 715 feet from bow to stern. If you should start at one end and walk along the hull to the other end and so back to your starting point, you would have travelled between a quarter and a third of a mile. We have only 235 feet more to go to a mile. The thousand-foot ship. The German marine colonies will bring with it one innovation, that will be welcomed by a large part of the travelling public. It will have a restaurant, and tickets will read "with food" or "without food." In other words, it will be like a European-pan-hotel, while all previous transatlantic steamers have been run on the American plan. Some passengers will like this because they enjoy the privilege of ordering what they choose, and others because while they are at sea they have no occasion to eat anything at all.

WARSHIPS AND MERCHANTMEN.
In January, 1901, and in March, 1904, the Board of Trade drew the attention of the Mercantile Marine Service Association to complaints which they had received from the Admiralty commanding His Majesty's Fleets in the Mediterranean that signals made from the warships to

passing merchant steamers had remained unanswered by the merchantmen. The association pointed out that vessels of the Royal Navy were so frequently signalling to each other that officers of merchant vessels would hardly be likely to direct their attention to such signals unless their notice was specially drawn to them in some manner. It was suggested that as a means to this end warships desiring to communicate should first hoist the red ensign to attract the attention of the merchantmen, and further, that the Board of Trade should issue a circular drawing attention to the necessity of masters of vessels noticing the signals of warships and answering them. The Board of Trade has now adopted the suggestion of the association and the following official circular has just been issued:— "Several instances being reported recently in which merchant vessels have omitted to answer signals made to them by His Majesty's ships, the Board of Trade desire to call the attention of masters to the importance to merchant vessels of answering signals made by warships, practising communication with warships. Masters are reminded that when the code pennant is hoisted on a warship under the ensign it means that the warship wishes to communicate with a merchant vessel.—Walter J. Howell, Assistant Secretary, Marine Department, Board of Trade, May, 1904."

It may be noted that the ensign referred to is probably the St. George's of His Majesty's Fleet, and not the red ensign of the merchant service.

CANNIBALS IN THE PACIFIC.

Captain Holstad, an experienced Norwegian seaman, reached Christiania, after some terrible experiences in the Pacific. He commanded an American ship, the *Benjamin Seashell*, and in October last the vessel and two boats were drifting about for several days without food or water, and finally in a storm at night the two boats lost touch with each other. After heroic struggles and much privation, the captain's boat, manned and he at once sent out a vessel in search of the missing man. The rescuers reached an island called Botoi Tabago, inhabited by naked savages, who declared that all the crew were dead. The island, however, was fortunately explored, and the party hearing a call for help, found a Russian sailor named Reinwald, one of the missing men. He was carefully hidden under a mass of leaves in a ditch, and when he was taken out it was found that he was covered with wounds, in which had been placed thousands of tiny white ants with the view of torturing him to death. He was a most insane after the sufferings he had undergone. Later on a second sailor, named Salis, was found. He had been bound and left on a rock exposed to the boiling sun for seven days without food or drink. He still lived, but was hopelessly insane. Reinwald, after he had recovered, told the rescue party that when the boat first reached the island it was attacked by a hundred naked savages armed with long spears. The exhausted sailors defended themselves as well as they could, but most of them were killed. Only the two men who were found appeared to have survived, the remainder being so far as Reinwald could gather, eaten by their captors. With the sailors when they reached the island was the Japanese wife of one of them. No trace of her could be found, and her fate remains unknown. Botoi Tabago-Sima is a small island in the China Sea, S.E. of Formosa.

TRADE MARK.

TELEPHONE No. 133.

HAVE YOU TRIED

"YEBISU"

THE FAMOUS BEER OF JAPAN.

PURE
PLEASING
POPULAR
PALATABLE
PRODUCTION

810.00 PER CASE OF 8 DOZEN PINTS.

SOLE AGENTS

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL.

DR. NEWELL WILSON. DR. WILLIAM DANIEL.

DENTISTS.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

31 QUEEN'S ROAD CENTRAL

(First Floor Watkin's Building).

Hongkong 18th, February

NEW ADVERTISEMENTS

THE CIGARETTES OF THE FUTURE.

ONCE SMOKED ALWAYS SMOKED.

E. D. PROTOPAPAS & CO.

ALEXANDRIA & CAIRO, EGYPT.

FINEST EGYPTIAN CIGARETTES.

TRADE MARK.

LOTUS,
Large Size \$5.00 per 100
Gold Tipped Medium Size
\$3.75 per 100
ZAFAR,
Large Size \$4.00 per 100
Medium Size \$4.20



KABIM,
Large Size \$3.75 per 100
Medium Size \$3.50
THABIT,
Large Size \$3.49 per 100
Medium Size \$2.75 per 100

SOLE AGENTS FOR HONGKONG:

KRUSE & CO., CONNAUGHT HOUSE.

TO LET.

"FRANKE BUNGALOW," Kowloon,
with Large Garden, Furnished for
3 months.
No. 11, MOSQUE JUNCTION, Full
View of Harbour.
OFFICES, CENTRAL POSITION.
And others to suit various requirements.
S. A. SETHI,
Land and Estate Broker,
The Dairy Farm Co., Ltd.
Hongkong, 1st July, 1904.

THE PUNJON MINING COMPANY LIMITED.

NOTICE IS HEREBY GIVEN that an
EXTRAORDINARY GENERAL
MEETING of the PUNJON MINING
COMPANY LIMITED, will be held at the
Registered Office of the Company, No. 13,
Beaconsfield Arcade, Victoria, in the Colony
of Hongkong, on TUESDAY, the 12th day
of JULY, 1904, at 11 A.M. for the purpose
of considering and if thought fit passing
the proposed Special Resolutions.

RESOLUTIONS.
1. That it is desirable to reconstitute the
Company, and accordingly that the Company
be wound up voluntarily and that Arthur Rylands
Lowe be and he is hereby appointed Liquidator
for the purpose of such winding up.
2. That the said Liquidator be and he is
hereby authorized to consent to the registration
of a new Company, to be called The North
Punjon Mining Company Limited with a
Memorandum and Articles of Association
which have already been prepared with the
privity and approval of the Directors of this
Company.

3. That the draft agreement submitted to
this meeting and approved to be made between
this Company of the first part and its Liquidator
of the second part and the new Company of the
third part be and the same is hereby approved,
and the said Liquidator be and he is hereby
authorized, pursuant to Section 149 of
the Companies Ordinance, 1885, to enter into
an agreement with such new Company when
incorporated in the terms of the said draft, and
to carry the same into effect with such (if any)
modifications as he thinks expedient.
Dated the 30th day of June, 1904.

By Order,
A. R. LOWE,
Acting Secretary.

THE TRADE MARKS ORDINANCE, 1885.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that the
CHEUNG KWONG YUEN firm
(張廣源) of No. 100 Des Voeux Road West,
Victoria, in the Colony of Hongkong, Proprietors
of Canned Goods, have on the 26th day
of March 1904 applied for the registration, in
Hongkong, in the Register of TRADE MARKS,
of the following TRADE MARKS:

A representation of a Chinaman dressed in
workman's coat and trousers sitting on a stool
holding in his right hand, which rests on his
right knee, a soldering iron and in his left
hand, which rests on his left thigh, a tin can.
On his right side is a scale (on the one side of
which is a tin can and on the other a weight) a
furnace and a design of flowers. On his left
side is a pile of labelled tin cans, and a design
of flowers on the outside of the pile of tin cans;
in front of the representation of the Chinaman
and the representation of soldering lead and two
the representations of soldering lead and the figure
of the Chinaman is a representation of the facade
of the Roman Catholic Cathedral of Canton and
a private dwelling house with the Chinese
characters (張廣源) "CHEUNG KWONG
YUEN" above.

A representation of a Chinaman sitting on a
stool holding in his right hand and resting on
his right knee a soldering iron and in his left
hand and resting on his left thigh, a tin can.
On his right side is a scale (on the one side
of which is a tin can and on the other a weight)
a furnace, two empty tins, and soldering
lead lies in front of the man
in the name of the CHEUNG KWONG
YUEN firm (張廣源) who claim to be the
sole proprietors thereof.

The TRADE MARK has been used by the
applicants in respect of substances used as food
or as ingredients in food.

Facsimiles of the TRADE MARKS can be seen
at the Office of the Colonial Secretary of
Hongkong and also at the Office of the
undersigned.

Dated the 30th day of June 1904.

GEO. K. HALL BRUTTON.

Solicitor on behalf of the Applicants.

POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HALOONG"

Captain Gibson, will be despatched for the above

ports TO-MORROW, the 2nd July, at 2 P.M.

For Freight or Passage, apply to

DOUGLAS LARRAIK & CO.,

General Managers.

Hongkong, 30th June, 1904.

ENTERTAINMENT

METROPOLE THEATRE.

METROPOLE HOTEL.
Sole Proprietor, Mr. JAS. CHRISTIE.
TO-MORROW (SATURDAY), 2ND JULY.
Great Success of
POPULAR WEEKLY ENTERTAIN-
MENTS,
by
WALK & ROSS ENTERTAINERS.

COMPLETE CHANGE OF PROGRAMME.
Introducing the following Artists:—
TOM MORCOMB.
MISS GERIE MAISIE.
WALTER KING.
MCCORMICK & MCGINTY.
THE PERIAPHONE.
AMERICAN BIOGRAPH.
JAS. CHRISTIE.
GEORGE GIBBS.

The best performance ever produced in
Hongkong.
Prices \$2 and \$1.
Overture 8.30. Performance 9 Sharp.

Rickshaws held until conclusion of perform-
ance.
Hongkong, 28th June, 1904. [1605]

PUBLIC COMPANY

THE HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the
FIFTEENTH ORDINARY YEARLY
MEETING of the SHAREHOLDERS will
be held at the COMPANY'S OFFICES, No.
4, Queen's Buildings, on SATURDAY, the
16th JULY, at 12.30 P.M., for the purpose
of presenting the report of the Directors, together
with a statement of accounts to 30th April,
1904, and electing Directors and Auditors.
The TRANSFER BOOKS of the Company
will be CLOSED from the 2nd to the 16th
JULY, both days inclusive.
By Order of the Board of Directors,
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 30th June, 1904. [1604]

WANTED.

A EUROPEAN NURSE for a Girl of four
years.
Apply by letter to—
Mrs. SWAN,
1, Gomes Villa, Kowloon,
Hongkong, 24th June, 1904. [1564]

NOTICE

WE have this Day REMOVED our
OFFICES to No. 2, CONNAUGHT
ROAD CENTRAL, Third Floor.
EAST ASIATIC TRADING CO.
Hongkong, 27th June, 1904. [1578]

NOTICE

ROYAL SWEDISH AND NORWEGIAN
VICE CONSULATE.

THE OFFICES of the above Consulate
have this Day been REMOVED to No.
2 CONNAUGHT ROAD CENTRAL, Third
Floor.

HERMANN PAULI,
Deputy Vice Consul for Sweden
and Norway.
Hongkong, 27th June, 1904. [1579]

NOTICE

CONSUL-GENERAL and Mrs. BRAGG
AT HOME. Crow's Nest, Barker Road,
July 4th, 1904, from 4 to 7 P.M.
Hongkong, 19th June, 1904. [1597]

SCIENTIFIC.
SURGEON DENTIST,
No. 10, LAGUARDIA STREET

TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st March, 1903. [9]

SANITARY BOARD OFFICE.

TO the Owners and Occupiers of Houses and
Premises situate in and about Kowloon
City and the village of Sham Shui Po.

TAKE NOTICE that on and after the
7th day of July next the provisions of the
DOMESTIC CLEANLINESS AND VENTILATION
BYE LAWS contained in Schedule
B of the Public Health and Buildings Ordinance
1903 (as amended) will be enforced in
respect of the above mentioned houses and
premises.
Dated this 21st day of June, 1904.

THOS. A. HANMER,
Secretary.

TO LET

TO LET.
1ST and 2ND FLOORS, No. 36, QUEEN'S
ROAD CENTRAL, suitable for Office.

Apply to—
THE YEE WO.
Nos. 49 & 51, Queen's Road Central.
Hongkong, 23rd May, 1904. [1311]

TO LET

"ELLIOT COTTAGE," Conduit Road,
Four Roomed House with Garden
and right of way through Elliot Crescent.
Fine view of the harbour. "G."
Apply to—
Care of Daily Press Office.
Hongkong, 29th June, 1904. [1594]

BOARD AND RESIDENCE
"TANG YUEN"
BOARDING ESTABLISHMENT.

European Supervision. Excellent Cuisine
and Accommodation.
Apply—
MANAGERESS,
Macdonnell Road
or
FAIRALL & CO., Queen's Road
Hongkong, 2nd March, 1903. [71]

BOARD AND RESIDENCE
MRS. GILLANDERS.
"GLENWOOD,"
27, CAINE ROAD.
Hongkong, 19th March, 1904. [78]

BOARD AND RESIDENCE
COMFORTABLY FURNISHED
ROOMS, with Board.
Apply to Mrs. MATHER,
2, Pedder's Hill.
Hongkong, 1st January, 1892.

TO LET

TO LET.
A SUITE OF THREE LARGE ROOMS,
on 1st Floor, Connaught House Hotel,
suitable for Offices, also Stalls in the corridor
of same Hotel. For full particulars, apply to—
THE MANAGER,
Connaught House Hotel.
Hongkong, 14th June, 1904. [1484]

TO LET

GODOWN, No. 32B, PRAYA EAST.
Nos. 15, 17 & 19, SEYMOUR ROAD.
Nos. 74, CAINE ROAD.
Apply to—
COMPTON DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 5th March, 1904. [430]

TO LET

LARGE AIRY ROOMS in Office Build-
ing in British Concession, Canton.
For particulars, apply to—
P. O. BOX 22,
Care of Daily Press Office.
Hongkong, 17th June, 1904. [1507]

TO LET

THREE FIRST-CLASS SHOPS.
European Style, in Kowloon.
Possession on or about 31st August, 1903.
Moderate Rentals.
A HOUSE To Let in Kowloon, with posses-
sion 1st July, 1904.
Apply to—
HUMPHREYS ESTATE &
FINANCE CO., LD.
Hongkong, 21st June, 1904. [915]

TO LET

Immediate Possession—for 18 months.
"LIGHTER," the PEAK.
Apply to—
JEBSEN & CO.
Hongkong, 27th April, 1904. [1107]

TO LET

3RD FLOOR, suitable for Office.
Apply to—
WING CHEONG,
35, Queen's Road Central.
Hongkong, 3rd June, 1904. [74]

TO LET

FURNISHED QUARTERS in Wyndham
Street, for a quiet bachelor. \$50.
Apply to—
Care of Daily Press Office.
Hongkong, 31st May, 1904. [1572]

TO LET

A SUITE OF TWO ROOMS, on the
Ground Floor of the above, suitable for
Offices. For particulars apply to the undersigned.
C. H. GRACE,
Secretary.
Hongkong, 4th June, 1904. [1447]

TO LET

NO. 1, STEWART TERRACE, the Peak.
Apply to—
THE HONGKONG LAND INVEST-
MENT AND AGENCY CO., LD.
Hongkong, 28th March, 1904. [865]

TO LET

LARGE AIRY ROOMS, suitable for
Offices, in Des Voeux Road Central.
Two Rooms from 1st May, 1904, and One Room
from 1st June, 1904.
For Terms, apply to—
A. G. I. S.,
Care of Daily Press Office.
Hongkong, 28th April, 1904. [1119]

TO LET

TWO ROOMS, on the First Floor of
Alexandra Buildings.
Apply to—
SECRETARY,
A. S. Watson & Co., Limited.
Hongkong, 17th June, 1904. [1515]

TO LET

WAVELLEY HOTEL, No. 8, ICE
HOUSE STREET.
THE EYRIE (PEAK).
BELLIOS TERRACE, Nos. 10, 12 & 21,
QUEEN'S ROAD CENTRAL, TWO
ROOMS, over Aches & Co.
No. 3, SEYMOUR TERRACE (Furnished).
"BANGOR" (PEAK) from 1st August.
Apply to—
LINSTEAD & DAVIS.
Hongkong, 15th June, 1904. [1429]

TO LET

NO. 1, RIFON TERRACE (in FLATS).
No. 4, RIFON TERRACE.
No. 17, WONG-NEI-CHONG ROAD,
facing Race-course.
FLATS in MOBERTON TERRACE, facing the
Polo Ground.
OFFICES in course of erection, CONNAUGHT
ROAD (near BLAKE FIELD).
GODOWNS, PRAYA EAST.
No. 1, CLIFTON GARDENS, Conduit
Road.
OFFICES in No. 16, DES VOEUX ROAD,
Central.
Apply to—
THE HONGKONG LAND INVEST-
MENT AND AGENCY CO., LD.
Hongkong, 29th June, 1904. [75]

TO LET

THE premises known as Alexandra House
No. 34, QUEEN'S ROAD CENTRAL
2ND FLOOR, suitable for Private Hotel or
Offices. Also large and Spacious Offices on
the 1st Floor of same address—
YEE SANG FAT,
opposite to Post Office.
Hongkong, 4th June, 1904. [1416]

BANKS

HONGKONG SAVINGS BANK.
THE Business of the above Bank is con-
ducted by the HONGKONG AND SHANG-
HAI BANKING CORPORATION. Rules
may be obtained on application.
INTEREST on deposits is allowed at 3%
PER CENT. per annum.
Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI
BANKING CORPORATION.
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [20]

HONGKONG & SHANGHAI BANK-
ING CORPORATION.
PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....\$10,000,000
STELLING RESERVE.....\$10,000,000
SILVER RESERVE.....\$10,000,000
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS.
A. J. RAYMOND, Esq.—Chairman.
H. E. TOMKINS, Esq.—Deputy Chairman.
E. Goets, Esq.
Hon. W. J. Gresson, Esq.
A. Haupt, Esq.
H. Schabert, Esq.
N. A. Siebs, Esq.
H. W. Slade, Esq.
C. A. Tomes, Esq.
E. S. Wheeler, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH
Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per
Cent. per Annum on the daily balance.
ON FIXED DEPOSITS.
For 3 months, 2 1/2 per cent. per Annum.
For 6 months, 3 per cent. per Annum.
For 12 months, 4 per cent. per Annum.
J. R. M. SMITH,
Chief Manager.

Hongkong, 18th May, 1904. [19]

DEUTSCH-ASIATISCHE BANK.
PAID-UP CAPITAL.....Sh. Tals. 5,000,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS BERLIN.

BRANCHES:
Berlin
Tientsin
Calcutta
Tientsin (Kian-tchen)
Hankow

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
THE UNION OF LONDON AND SMITHS
BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.
H. FIGGE,
Manager.

Hongkong, 4th October, 1902. [12]

IMPERIAL BANK OF CHINA
ESTABLISHED BY IMPERIAL DECREE OF THE
12TH NOVEMBER, 1905.

SUBSCRIBED CAPITAL—Shanghai Tls. 5,000,000
PAID-UP CAPITAL.....2,500,000

HEAD OFFICE—SHANGHAI.
BRANCHES AND AGENCIES:
Canton
Chefoo
Chiaofoo
Hankow
Tientsin.

The Bank purchases and receives for collection
Bills of Exchange drawn on the above
places, and sells Drafts and Telegraphic Trans-
fers payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities. Bills
Discounted.
INTEREST ALLOWED ON DEPOSITS
At 2 per cent. per annum on Current Account daily
balances.
3 1/2 per cent. per annum on Fixed Deposits for 3 months
4 1/2 per cent. per annum " " " 6 " " " 12 " " " 24 " " " 36 " " " 48 " " " 60 " " " 72 " " " 84 " " " 96 " " " 108 " " " 120 " " " 132 " " " 144 " " " 156 " " " 168 " " " 180 " " " 192 " " " 216 " " " 240 " " " 252 " " " 264 " " " 276 " " " 288 " " " 300 " " " 312 " " " 324 " " " 336 " " " 348 " " " 360 " " " 372 " " " 384 " " " 396 " " " 408 " " " 420 " " " 432 " " " 444 " " " 456 " " " 468 " " " 480 " " " 492 " " " 504 " " " 516 " " " 528 " " " 540 " " " 552 " " " 564 " " " 576 " " " 588 " " " 600 " " " 612 " " " 624 " " " 636 " " " 648 " " " 660 " " " 672 " " " 684 " " " 696 " " " 708 " " " 720 " " " 732 " " " 744 " " " 756 " " " 768 " " " 780 " " " 792 " " " 804 " " " 816 " " " 828 " " " 840 " " " 852 " " " 864 " " " 876 " " " 888 " " " 900 " " " 912 " " " 924 " " " 936 " " " 948 " " " 960 " " " 972 " " " 984 " " " 996 " " " 1000 " " " 1012 " " " 1024 " " " 1036 " " " 1048 " " " 1060 " " " 1072 " " " 1084 " " " 1096 " " " 1108 " " " 1120 " " " 1132 " " " 1144 " " " 1156 " " " 1168 " " " 1180 " " " 1192 " " " 1204 " " " 1216 " " " 1228 " " " 1240 " " " 1252 " " " 1264 " " " 1276 " " " 1288 " " " 1300 " " " 1312 " " " 1324 " " " 1336 " " " 1348 " " " 1360 " " " 1372 " " " 1384 " " " 1396 " " " 1408 " " " 1420 " " " 1432 " " " 1444 " " " 1456 " " " 1468 " " " 1480 " " " 1492 " " " 1504 " " " 1516 " " " 1528 " " " 1540 " " " 1552 " " " 1564 " " " 1576 " " " 1588 " " " 1600 " " " 1612 " " " 1624 " " " 1636 " " " 1648 " " " 1660 " " " 1672 " " " 1684 " " " 1696 " " " 1708 " " " 1720 " " " 1732 " " " 1744 " " " 1756 " " " 1768 " " " 1780 " " " 1792 " " " 1804 " " " 1816 " " " 1828 " " " 1840 " " " 1852 " " " 1864 " " " 1876 " " " 1888 " " " 1900 " " " 1912 " " " 1924 " " " 1936 " " " 1948 " " " 1960 " " " 1972 " " " 1984 " " " 1996 " " " 2000 " " " 2012 " " " 2024 " " " 2036 " " " 2048 " " " 2060 " " " 2072 " " " 2084 " " " 2096 " " " 2108 " " " 2120 " " " 2132 " " " 2144 " " " 2156 " " " 2168 " " " 2180 " " " 2192 " " " 2204 " " " 2216 " " " 2228 " " " 2240 " " " 2252 " " " 2264 " " " 2276 " " " 2288 " " " 2300 " " " 2312 " " " 2324 " " " 2336 " " " 2348 " " " 2360 " " " 2372 " " " 2384 " " " 2396 " " " 2408 " " " 2420 " " " 2432 " " " 2444 " " " 2456 " " " 2468 " " " 2480 " " " 2492 " " " 2504 " " " 2516 " " " 2528 " " " 2540 " " " 2552 " " " 2564 " " " 2576 " " " 2588 " " " 2600 " " " 2612 " " " 2624 " " " 2636 " " " 2648 " " " 2660 " " " 2672 " " " 2684 " " " 2696 " " " 2708 " " " 2720 " " " 2732 " " " 2744 " " " 2756 " " " 2768 " " " 2780 " " " 2792 " " " 2804 " " " 2816 " " " 2828 " " " 2840 " " " 2852 " " " 2864 " " " 2876 " " " 2888 " " " 2900 " " " 2912 " " " 2924 " " " 2936 " " " 2948 " " " 2960 " " " 2972 " " " 2984 " " " 2996 " " " 3000 " " " 3012 " " " 3024 " " " 3036 " " " 3048 " " " 3060 " " " 3072 " " " 3084 " " " 3096 " " " 3108 " " " 3120 " " " 3132 " " " 3144 " " " 3156 " " " 3168 " " " 3180 " " " 3192 " " " 3204 " " " 3216 " " " 3228 " " " 3240 " " " 3252 " " " 3264 " " " 3276 " " " 3288 " " " 3300 " " " 3312 " " " 3324 " " " 3336 " " " 3348 " " " 3360 " " " 3372 " " " 3384 " " " 3396 " " " 3408 " " " 3420 " " " 3432 " " " 3444 " " " 3456 " " " 3468 " " " 3480 " " " 3492 " " " 3504 " " " 3516 " " " 3528 " " " 3540 " " " 3552 " " " 3564 " " " 3576 " " " 3588 " " " 3600 " " " 3612 " " " 3624 " " " 3636 " " " 3648 " " " 3660 " " " 3672 " " " 3684 " " " 3696 " " " 3708 " " " 3720 " " " 3732 " " " 3744 " " " 3756 " " " 3768 " " " 3780 " " " 3792 " " " 3804 " " " 3816 " " " 3828 " " " 3840 " " " 3852 " " " 3864 " " " 3876 " " " 3888 " " " 3900 " " " 3912 " " " 3924 " " " 3936 " " " 3948 " " " 3960 " " " 3972 " " " 3984 " " " 3996 " " " 4000 " " " 4012 " " " 4024 " " " 4036 " " " 4048 " " " 4060 " " " 4072 " " " 4084 " " " 4096 " " " 4108 " " " 4120 " " " 4132 " " " 4144 " " " 4156 " " " 4168 " " " 4180 " " " 4192 " " " 4204 " " " 4216 " " " 4228 " " " 4240 " " " 4252 " " " 4264 " " " 4276 " " " 4288 " " " 4300 " " " 4312 " " " 4324 " " " 4336 " " " 4348 " " " 4360 " " " 4372 " " " 4384 " " " 4396 " " " 4408 " " " 4420 " " " 4432 " " " 4444 " " " 4456 " " " 4468 " " " 4480 " " " 4492 " " " 4504 " " " 4516 " " " 4528 " " " 4540 " " " 4552 " " " 4564 " " " 4576 " " " 4588 " " " 4600 " " " 4612 " " " 4624 " " " 4636 " " " 4648 "

INTIMATIONS

THE
ROBINSON
PIANO Co. LD.UPRIGHT IRON
GRANDS

MANUFACTURED BY US

ARE TO BE

ABSOLUTELY DEPENDENT ON

THERE IS NO PIANO SO WELL

ADAPTED TO STAND THE

HONGKONG CLIMATE.

THE MATERIAL IS OF THE BEST

AND THOROUGHLY

SEASONED IN THE COLONY.

WE GUARANTEE THEM FULLY.

Prices \$400: Upwards.

BABY
GRANDS

ONLY 5 FEET LONG.

Hongkong, 8th June, 1904. [1409]

THE
JOB PRINTING
DEPARTMENT

OF THE

"HONGKONG DAILY PRESS"

IS REplete WITH ALL THE LATEST
AND MOST UP-TO-DATE APPLI-
ANCES FOR THE PRODUCTION OF
FIRST-CLASS WORK.

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ILLUSTRATED

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AND

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MARBLING, ETC.,

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LAW WORK,

LEDGERS AND ACCOUNT
BOOKSA SPECIALITY, AND AT PRICES
WHICH COMPARE FAVOURABLY
WITH ANY OTHER PRINTING ESTA-
BLISHMENT IN THE FAR EAST.
ESTIMATES FURNISHED.

Hongkong, 1904.

A. LING & CO.

FURNITURE STORE.
PLATED GLASS AND CROCKERY
WARE, &c., &c., and FOCROW
LACQUERED WARE.
68, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903. [13]

HOW'S YOUR LIVER?

"The liver is called upon in tropical and sub-tropical countries to serve the physiological functions of the body in a manner altogether in excess of what obtains in temperate climates," says the Journal of Tropical Medicine. "The first effect of heat is to excite the action of the liver, but after residing for some time in a tropical climate, the liver becomes exhausted, and the balance of function is now above, now below the normal. The consequence is digestive and other troubles, which are ever apt to engender the habit of taking drugs. The ailment is functional merely, and a mild corrective is all that is required. Abbey's Effervescent Salt is a corrective of the nature indicated, and we have no hesitation in recommending it. It is pleasant to take, and can be used as a refreshing drink, or as a gentle laxative, according to the quantity taken."

Abbey's Salt is a pleasant, cooling, invigorating, effervescent tonic laxative; it regulates the action of the Stomach, Liver, Bowels and the system generally, it aids digestion, promotes excretion, purifies the blood and clears the complexion.

Abbey's Salt makes a delicious and refreshing draught at any time; it tastes somewhat like Soda Lemonade, and is particularly enjoyable as a healthful beverage in hot climates.

Sold in two sizes by all Chemists or Stores, and by WATKINS, LTD., and A. S. WATSON & Co., LTD., Hongkong. [1449]-8

INTIMATIONS

THE EASTERN EXTENSION AUSTRIA-
LASIA AND CHINA TELEGRAPH
COMPANY, LIMITED.

REFERRING to the notice of 24th March last, the senders of telegrams are hereby advised that from the 1st July next, the charges for Telegrams will continue to be collected at the rate of FORTY-FIVE CENTS to equal One Franc, such rate being subject to revision after three months.

J. M. BECK,

Superintendent.

Hongkong, 22nd June, 1904. [1543]

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution of the General Managers of A. S. Watson & Co., Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 new shares of \$10 each at a Premium of 10 per cent. or \$11 a share.

Each Registered Shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$11 per share will be payable on application. THE TRANSFER BOOKS of the Company will be CLOSED on the 28th September, 1904, to the 5th October, 1904, both days inclusive.

The present paid-up Capital of the Company is \$800,000, divided into 80,000 shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$900,000 divided into 90,000 shares of \$10 each.

The whole of the present received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.

The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's Offices in Alexandra Buildings or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, 22nd June, 1904. [1548]

THE INDO-CHINA STEAM NAVI-
GATION COMPANY, LIMITED.

APPLICATION has been made to the General Managers of this Company to issue to the Russo-Chinese Bank of Hongkong duplicate certificates for Two Hundred Shares in the above Company or other certificates in lieu thereof upon the statement that the original certificates, viz:—

Scrip No. 69 Nos. 17826/17850 25 Shares

in the name of George Hutton

Potts.

Scrip No. 379 Nos. 36380/36429 50 Shares

in the name of Cathick Paul

Chater.

Scrip No. 389 Nos. 36430/36479 50 Shares

in the name of Cathick Paul

Chater.

Scrip No. 559 Nos. 44759/44783 25 Shares

in the name of George Hutton

Potts.

Scrip No. 573 Nos. 54 1/4 (475) 50 Shares

in the name of Solomon Sassoon

Benjamin.

200 Shares

have been lost or destroyed. Notice is hereby

given that if within thirty days from the First

June instant, no claim or representation in

respect of such original certificates is made to

the General Managers they will then proceed to

deal with such application for duplicates.

JARDINE, MATTHEWS & CO.,

General Managers.

Hongkong, 10th June, 1904. [1439]

WEI CHEETOO & CO.

IMPORTERS, EXPORTERS

AND

GENERAL COMMISSION AGENTS.

SPECIALITY: HUMAN HAIR.

No. 12, Pottinger Street, Hongkong.

Agencies:—

CHEE CHEONG, Dealer in Human Hair.

SHUN LOONG, Preserved Ginger Factory.

CHOW LEUNG YEK, Fire Cracker Factory.

Hongkong, 1st June, 1904. [1387]

NOTICE TO KOWLOON RESIDENTS.

EXTRA COPIES of Daily Press are on sale daily at Mr. H. RUTTONJEE'S KOWLOON STORE, No. 33, Elgin Road. Price 15 cents per copy cash.

Hongkong, 22nd December, 1902.

PARLIAMENT AND THE
FAR EAST.

THE P. AND O. CONTRACT.

In the House of Commons on May 31st Mr. H. C. RICHARDS asked the Postmaster-General if he was about to renew the contract with the Peninsular and Oriental Steamship Company for another three years; and, if so, whether he would consider the report and recommendations of the Committee appointed by this House as to mail steamship and other subsidies, and when he would afford to the House an opportunity of discussing the terms of the proposed extended contract and of cancelling or amending the same.

Lord STANLEY: I have arranged with the Peninsular and Oriental Steamship Navigation Company for a renewal of their contract for three years, on terms given in my reply to a question on 17th inst. The opinions given by the Committee on steamship subsidies, who, of course, come under my notice; but the present question is merely one of extending an existing arrangement in all its details save speed and subsidy. Any variation of terms arising out of the opinions expressed by the Select Committee will fall to be dealt with under whatever contract may be made on the basis of tenders for which invitations are to be issued. An opportunity for discussion of the short extension now arranged will occur on the Post Office Estimates.

CHINESE LABOUR.

Mr. WILKINSON asked the estimated cost of the offices and other necessary buildings, including the docks, which were, under the agreement with the Chinese Government, to be fitted up by the British Government for the purpose of carrying on the business of the engagement and shipment of Chinese coolies for the Transvaal gold mines; on what vote would the money be charged, and would an supplementary estimate be introduced for the purpose.

Mr. LYTTELTON: I am not in a position to state the estimated cost. The British Government is responsible to the Chinese Government, under the Convention, on behalf of the Transvaal or any other Colonial Government which may desire to import indentured Chinese labour; but the charges will be borne in each case by the Colonial Government concerned; in this case by the Government of the Transvaal.

THIRTEEN EXPEDITION.

In reply to Mr. H. Roberts, Mr. BRODRICK said: It is not intended to depart in any way from the policy laid down in the telegram of Nov. 6. The Government of India have taken steps to send forward such reinforcements as they consider necessary for the safety of the mission. The total estimated cost of the mission to March 31 was £308,500. The monthly cost is estimated at a little over £50,000 from the beginning of April.

AMOK ON A STEAMER.

TWO MEN KILLED; THREE INJURED.

A thrilling experience befell the crew and passengers of the steamship *Sunatra* on her last trip from Singapore to Medan, when a Javanese man amok, killed a Hindu and wounded several Chinamen, with the result that he had to be shot by Captain Winne. The *Sunatra* left Singapore on the 12th with some fifty deck passengers.

Shortly after dusk that day the passengers were startled by the cry of "Amok," and a Javanese was seen brandishing an axe in one hand and a knife in the other. The passengers ran to seek safety from the amok, who was plainly "seeing red," but he caught a Hindu, a glazier in Medan, and with a single stroke opened a fearful gash in the poor man's throat. The blood poured from the wound, and it was evident from the first that the case was hopeless. Meanwhile the amok pursuing his mad career backed a Chinaman on the shoulder with his axe, cutting the arm to the bone. Another Chinese passenger was struck on the back and two big wounds were made with the axe.

Just at that moment the chief engineer, Mr. G. Meyer, came out of his room and was in great danger for a moment, but he managed to dodge the maniac. The chief officer, Mr. van Reenen, appeared on the scene with a revolver and after calling upon the Javanese to surrender fired, but failed to hit the man. The second engineer was attacked by the amok, but not seriously hurt.

Panic prevailed among the passengers, who scurried hither and thither seeking safety. When the chief steward, Mr. H. Steyer, brought out a small Florent rifle, the Javanese made a dash at him and smashed the gun with the axe. At last the captain brought out his Winchester and ordered the Javanese to throw down his weapons. The amok, instead of complying hid himself behind an iron cage. Again he was called upon to give up his axe and knife, which were dripping with blood, but he suddenly rushed out with a big handspike and dashed towards Captain Winne.

The captain immediately fired and the shot took effect in the groin. "It was pitch dark at the time and nobody could tell how the Javanese had fared because he went back to his position behind the cage."

It was determined then to secure him by strategy, and the chief officer with a handspike went to the rear while the captain waited in front. Just as the chief officer reached the place the amok darted at him, whereupon Captain Winne fired and the madman dropped. He died about 11 o'clock at night.

The Hindu, who was the first attacked, died half an hour after receiving the blow. Three Chinamen had to be treated for their wounds, and others had bruises.

While it lasted there was a "perfect reign of terror" among the passengers, who were fully convinced that their last hour had come, and indeed it was only the timely action of the captain and his officers that prevented a general massacre. The matter was reported to the police at Medan.—*Straits Times*.

THE SUEZ CANAL.

The annual return of the navigation through the Suez Canal for 1903 has been published as a Parliamentary paper. The net tonnage for the year shows an increase of 658,875 tons as compared with that of 1902, and of 1,083,448 tons as compared with that of 1901. Notwithstanding the reduction of 50 centimes in the tonnage dues from the beginning of the year the transit receipts in 1903 amounted to 103,620,284, being a decrease of only 98,752, as compared with those of 1902, which, however, were higher than in any previous year since the opening of the Canal. The increase in the traffic during 1903 is attributed more especially to the numerous consignments of manufactured goods and supplies for the Far East; the quantity of coal during the last few months of the year being about 300,000 tons more than during the same period of 1902. The shipments of wheat from India to ports in the United Kingdom were also considerably greater last year, amounting to 860,000 tons as compared with 449,000 tons in 1902. The number of vessels which passed through the Canal was 3,689 in 1901, 3,708 in 1902, and 3,761 in 1903, of which 2,075 in 1901, 2,165 in 1902, and 2,278 in 1903 carried the British flag. There was an increase last year as compared with 1902 in the tonnage of British vessels, which amounted to 6,252,819 tons in 1901, 6,778,911 tons in 1902, and 7,463,553 tons in 1903. During the same period the tonnage of German vessels has fluctuated from 1,762,624 in 1901, to 1,767,322 tons in 1902 and 1,773,245 tons in 1903. The percentage of British vessels and their net tonnage increased in 1903, being 61.6 and 62.2 respectively, as against 58.4 and 60.2 in 1902 and 56.1 and 57.8 in 1901. The percentage of German vessels and their net tonnage was 13.1 and 14.9 respectively, as compared with 12.9 and 15.2 in 1902 and 13.8 and 16.3 in 1901, while the percentage of net tonnage of the other maritime nations using the Canal in 1903 remained practically stationary as compared with the preceding year.

A CHINESE CHURCH FOR
SINGAPORE.

The foundation stone of a new Presbyterian church for Hoken Chinese was laid at Singapore on the 21st ult. The Governor performing the ceremony. Of the \$13,000 or \$14,000 required for the building about two-thirds had been collected. Non-Christian Chinese had given dollar for dollar with the congregation.

THE SLAVE'S REVENGE.

"The stomach," says Souvestre, "is a slave which is obliged to accept everything which is put upon it, but in all averages its wrongs with the styness and cruelty of a slave." The eminent French author has happily expressed an important physical fact. There is something unique and pitiable about the position of the stomach in the human body. Upon no other organ except the lungs can you impose anything from the outside world. The lungs need pure fresh air only, and air in some form is the only thing they ever receive. On the other hand, the stomach is a general receptacle, shall be put into it, when, where, and how much. A man can throw into it anything that can be swallowed—every variety of food, any sort of drink, any amount of both, up to the bag's elastic capacity; and, if he wants to, he can put a layer of pebbles on top, and finish off with prussic acid.

The point is, as Mr. Souvestre says, that this most important of all our organs is our slave. It cannot resist, it cannot call the police, it has no recourse to the law; it just takes what comes, and abides its time. But how to take care of the health, how to prevent the outbreak of ailments, is a problem much more complex than it seems to be. Nevertheless, when the enslaved and outraged stomach turns against its owner, with the scourge called dyspepsia, it must not be assumed, offhand, that the owner really intended to drive his servant to desperation.

Mr. A. Vordina, of Dan Street, Burgheersdorp, Transvaal, sent a letter on April 4th, 1904, this very year, reminding the agents at Port Elizabeth, for Mother Seigel's remedies, telling briefly the story of his sufferings; of how he really expected death, of how his stomach had tyrannized over him, how it affected his kidneys, and how he was finally cured. He says:—"For eleven years I suffered from kidney trouble which afterwards affected my liver, and I can safely say there was not a sound place in the whole of my system."

"I always had a great deal of trouble in passing anything from the stomach and also urinary trouble. I began to lose appetite. At nights I could only lay awake and wish for morning to arrive, and when it did arrive there was no relief. I became so weak that my legs could not bear the weight of my body, and in fact my condition became very serious. Doctors were called in, but I became no better, so I prepared myself for the worst. Hearing of Mother Seigel's Syrup I made up my mind that it would be the last remedy I would try, and after using five bottles of the Syrup my condition began to improve wonderfully, and I do not believe there is any person quite as grateful as Yours faithfully, A. VORDINA."

That is the news from Burgheersdorp, but now you shall hear from Johannesburg. On the 29th of March, 1904 (this very year, again, remember), E. Peterson, who lives at Lower End, Main Street, Johannesburg, wrote a letter to the agents for Mother Seigel's remedies describing his own case. He, too, was a slave to the outraged stomach. He says:—"For three years I suffered greatly from biliousness and indigestion. When I sat down to table I could eat hardly anything. Attacks of vomiting made me quite weak, and I was surprised at the change it effected in my condition. On rising in the morning I was seized with dizziness and had on several occasions to go back to bed again. I tried various remedies but remained in quite the same condition. While at Cape Town, during the war, I heard of the wonderful qualities of Mother Seigel's Syrup, and I decided to give it a trial. After the first bottle the dizziness and bilious feeling left me, and I continued using the Syrup until I felt completely cured." It is better never to be sick, but when we do fall ill it is a great fact that a cure is at hand in the form of Mother Seigel's Syrup, which soothes the stomach and transforms it once more into a willing and faithful servant—not a rebellious slave.

JAPAN



COALS.

MITSUI BUSSAN KAISHA
MITSUI & CO.

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LONDON BRANCH: 34, LIME STREET, E.C.

HONGKONG BRANCH: PRINCE'S BUILDINGS, ICE HOUSE STREET

OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chetco, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimonsaki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Maizuru, Miike, Hakodate, Taipeh, &c.

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CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

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S. NINAMI, Manager, Hongkong.

MITSU BISHI GOSHI-KWAISHA
(MITSU BISHI CO.)

COAL DEPARTMENT

MARUNOUCHI, TOKYO.

Cable Address: "IWASAKI,"

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kong and Shanghai Agencies.

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MANAGER, MITSUBISHI CO., with name of

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CONTRACTORS OF COAL to the Im-

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EXPORTERS OF COAL to Hongkong,

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SOLE PROPRIETORS of Takashima,

Oishi, Shinano, Namazawa and Kami-Yamada

Collieries and also Hojo Colliery, which will be

ready to produce on a large scale the best Buzon

Coal from 1905.

Sole Agents for Kigio, Komatsu (Tagawa)

and Matsushima Coals.

The Head and Branch Offices and the Agen-

cies of the Company will receive any order for

Coal produced from the above Collieries.

Coal sold in 1903 by the Company amounted

to 1,210,000 tons.

TAKASHIMA COAL.

New and additional shafts at the Takashima

Colliery have been completed and this well-

known best and most economical steam Coal in

the EAST is now produced in abundance and

can be supplied in any quantity.

Hongkong, 26th April, 1904. [112]

FOR SALE

FOR SALE.

ONE ICE-MAKING MACHINE with

GAS ENGINE complete.

For full particulars, apply to

HUGHES & HOUGH,

8, Des Vaux Road.

Hongkong, 27th June, 1904. [1577]

FOR SALE.

FOR SALE.

TEAKWOOD STEAM LAUNCH in Good

Working Order and condition.

Length 35 feet.

Breadth 7 feet.

Depth 3 feet 6 inches.

Engines, Compound Outboard Condensing.

Price \$3,250.

Apply to—

SHIPPING.

ARRIVALS.
 June 29, Progress, German str., 682, F. Bremer, Swatow 28th June, General.
 June 29, Zafiro, British str., 1,611, Rodgers, Macao 27th June, General.—SHEWAN TOMES & CO.
 June 30, An Pho, British str., 966, John Kynock, Saigon 26th June, Rice.
 June 30, CHINESE.
 June 30, Australian, British str., 2,870, W. G. McArthur, Kobe 24th July, General.—GIBB, LIVINGSTON & CO.
 June 30, Canton, British str., 2,152, A. Thompson, Bombay 15th June, General.—P. & O. S. N. Co.
 June 30, H.L. Look, British str., 783, Gibson, Amoy 28th June, General.—DOUGLAS LAFRAIK & CO.
 June 30, H.L. Look, British str., 1,424, H. E. Sawyer, Saigon 28th June, Rice.—JARDINE, MATHESON & CO.
 June 30, Loongrang, British str., 1,092, Weigall, Manila 27th June, General.—JARDINE, MATHESON & CO.
 June 30, Pihnanang, German str., 1,021, F. v. Mangoldt, Bangkok 19th June, Rice.—BUTTERFIELD & SWIRE.
 June 30, Saito, German str., 2,763, C. J. Shino, Cardiff 27th April, Coal.—DOUGLAS LAFRAIK & CO.
 June 30, Tiger, German gunboat, von Weiss, from Macao.
 June 30, T.Y. Norwegan str., from Canton.
 June 30, Wastwater, British str., 1,844, Wm. Watt, Cardiff 13th April, Coal.—DOUGLAS LAFRAIK & CO.
 June 30, Woosung, British str., 1,109, Dawson, Shanghai 24th June, General.—BUTTERFIELD & SWIRE.

CLEARANCES.

At the Harbour Master's Office.
 30th June.
 Canton, British str., for Swatow.
 Myndos, British str., for Yokohama.
 Progress, German str., for Hoihow.

DEPARTURES.

30th June.
 CHATEAUBEAUX, French str., for Swatow.
 Decatur, French gunboat, for Shanghai.
 Javelin, French torpedo boat, for Swatow.
 Mousquet, French torpedo boat, for Shanghai.
 PASCAL, French cruiser, for Shanghai.
 Choyang, British str., for Kaitai.
 Chunsang, British str., for Calcutta.
 Namsang, British str., for Calcutta.
 PETAARCH, German str., for Saigon.
 SOOTRA, British str., for Shanghai.
 T.Y. Norwegan str., for Hongkong.

VESSELS IN DOCK.

30th June.
 —ABERDEEN DOCKS—
 Kowloon Dock, U. S. S. Pathfinder.
 U. S. S. General Albatross, H. M. S. Sandpiper, H. M. S. Chaucer, Tainan.
 —HONGKONG DOCK—

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.
 FOR SWATOW, AMOY AND FOCHOW.
 THE Company's Steamship.

"HAITAN."
 Captain Reed, will be despatched for the above route TO-DAY, the 1st July, at Noon.
 For Freight or Passage, apply to
 DOUGLAS LAFRAIK & CO.,
 General Managers.
 Hongkong, 29th June, 1904. [1509]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
 STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
 THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONSTITUTIONAL, AMERICAN AND SOUTH AFRICAN PORTS.

"BENGAL."
 Captain G. Phillips, carrying His Majesty's Mail, will be despatched from this for Rumbay, etc., on SATURDAY, the 2nd JULY, at Noon, taking passengers and cargo for the above ports.
 Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other cargo for London, etc., will be conveyed from Bombay by the R.M.S. "Oriental," due in London on the 15th August.
 Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to
 E. A. HEWETT,
 Superintendent.
 Hongkong, 20th June, 1904. [1508]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
 FOR SYDNEY AND MELBOURNE.
 Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.

"AUSTRALIAN."
 Captain W. G. McArthur, will be despatched for the above ports on SUNDAY, the 3rd July, at DAYLIGHT.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.
 N.B.—To ensure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.
 For Freight or Passage, apply to
 GIBB, LIVINGSTON & CO.,
 Agents.
 Hongkong, 28th June, 1904. [1480]

NOT RESPONSIBLE FOR DEBTS
 NEITHER THE CAPTAIN, THE AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during the stay in Hongkong Harbour.
 ECLIPSE, British 4-m. barque, J. McBryde—Standard Oil Co.
 LINDURST, British 4-m. barque, Parnell—Standard Oil Co.
 KENTMERE, British Ship, T. E. Burch—Standard Oil Co.
 KAPA, British Ship, J. M. Williamson—Shewan, Tomes & Co.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	BENGAL	Brit. str.	G. Phillips	P. & O. S. N. Co.	To-morrow, Noon.
LONDON, AMSTERDAM & ANTWERP	YANGTZE	Brit. str.	H. E. Kitchin	BUTTERFIELD & SWIRE	5th inst.
LONDON, AMSTERDAM & ANTWERP	CANDIA	Brit. str.	H. E. Kitchin	P. & O. S. N. Co.	About 6th inst.
LONDON, AMSTERDAM & ANTWERP	KANTON	Brit. str.	H. E. Kitchin	BUTTERFIELD & SWIRE	19th inst.
LONDON, AMSTERDAM & ANTWERP	SARINIA	Brit. str.	H. E. Kitchin	P. & O. S. N. Co.	About 21st inst.
LONDON, AMSTERDAM & ANTWERP	KREMUN	Brit. str.	H. E. Kitchin	BUTTERFIELD & SWIRE	2nd Aug.
LONDON, AMSTERDAM & ANTWERP	MOYNE	Brit. str.	H. E. Kitchin	BUTTERFIELD & SWIRE	16th Aug.
LONDON, AMSTERDAM & ANTWERP	P. MARIE	Dan. str.	H. E. Kitchin	MELCHERS & CO.	12th inst., at 1 P.M.
LONDON, AMSTERDAM & ANTWERP	YARRA	Frans. str.	H. E. Kitchin	MELCHERS & CO.	About 13th inst.
MARSEILLES, &c. VIA PORTS OF CALL	BENARTY	Ger. str.	Sachet	GIBB, LIVINGSTON & CO.	6th inst., at Noon.
MARSEILLES, &c. VIA PORTS OF CALL	SEYDLITZ	Ger. str.	Dawers	HAMBURG-AMERIKA LINIE	6th inst.
BREMEN, VIA PORTS OF CALL	NURNBERG	Ger. str.	Janitz	HAMBURG-AMERIKA LINIE	26th inst.
HAVRE, BREMEN & HAMBURG	C. FELD LAEISZ	Ger. str.	Boerden	HAMBURG-AMERIKA LINIE	10th Aug.
HAVRE & HAMBURG	BADENIA	Ger. str.	Boerden	HAMBURG-AMERIKA LINIE	25th Aug.
HAVRE & HAMBURG	HAMBURG	Ger. str.	Mittelsch	HAMBURG-AMERIKA LINIE	5th Sep.
HAVRE & HAMBURG	ANDALUSIA	Ans. str.	Schmidt	SANDER, WIELER & CO.	21st inst., P.M.
TRIESTE, &c. VIA SINGAPORE, &c.	DIOMEDE	Brit. str.	Cragg	BUTTERFIELD & SWIRE	15th inst.
GENOA, MARSEILLES & LIVERPOOL	RAPEDON	Brit. str.	Cragg	BUTTERFIELD & SWIRE	20th Aug.
GENOA, MARSEILLES & LIVERPOOL	SCHUYLKILL	Brit. str.	Cragg	STANDARD OIL CO.	10th inst.
NEW YORK VIA SUEZ CANAL	R. CASTLE	Brit. str.	Cragg	DODWELL & CO. LD.	About 5th inst.
VANCOUVER, VIA SHANGHAI, &c.	E. OF JAPAN	Brit. str.	Cragg	CANADIAN PACIFIC R. CO.	13th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	LYRA	Brit. str.	G. V. Williams	CANADIAN PACIFIC R. CO.	20th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	OSANPA	Brit. str.	G. V. Williams	CANADIAN PACIFIC R. CO.	9th inst.
PORTLAND, OREGON	NICOMEDIA	Brit. str.	G. V. Williams	BUTTERFIELD & SWIRE	14th inst.
AUSTRALIAN PORTS	ASTRAHAN	Brit. str.	G. V. Williams	PORTLAND & ASIATIC CO.	3rd inst., D'light.
AUSTRALIAN PORTS	CHINGTUNG	Brit. str.	G. V. Williams	BUTTERFIELD & SWIRE	5th inst.
AUSTRALIAN PORTS	YANGTZE	Brit. str.	G. V. Williams	NIPPON YUSEN KAISHA	29th inst., 4 P.M.
YOKOHAMA, VIA SHANGHAI, MOI & KOBE	BOERNE	Brit. str.	G. W. Gordon	P. & O. S. N. Co.	About 10th inst.
YOKOHAMA, VIA SHANGHAI, MOI & KOBE	TAIRAN	Brit. str.	G. W. Gordon	BUTTERFIELD & SWIRE	18th inst.
YOKOHAMA, VIA SHANGHAI, MOI & KOBE	TAIYUAN	Brit. str.	G. W. Gordon	BUTTERFIELD & SWIRE	13th inst.
YOKOHAMA, VIA SHANGHAI, MOI & KOBE	CHUSAN	Brit. str.	W. D. Palmer	P. & O. S. N. Co.	To-day.
YOKOHAMA, VIA SHANGHAI, MOI & KOBE	WOOSUNG	Brit. str.	W. D. Palmer	BUTTERFIELD & SWIRE	7th inst.
YOKOHAMA, VIA SHANGHAI, MOI & KOBE	CHANGCHOW	Brit. str.	W. D. Palmer	BUTTERFIELD & SWIRE	8th inst.
YOKOHAMA, VIA SHANGHAI, MOI & KOBE	TRIUMPH	Jap. str.	A. Hansen	OSAKA SHOSHEN KAISHA	6th inst., 10 A.M.
YOKOHAMA, VIA SHANGHAI, MOI & KOBE	FRITHJOF	Jap. str.	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	3rd inst., 10 A.M.
YOKOHAMA, VIA SHANGHAI, MOI & KOBE	M. STRUVE	Jap. str.	T. Brandt	OSAKA SHOSHEN KAISHA	10th inst., 10 A.M.
YOKOHAMA, VIA SHANGHAI, MOI & KOBE	TRITON	Jap. str.	H. Kraft	OSAKA SHOSHEN KAISHA	13th inst., 10 A.M.
YOKOHAMA, VIA SHANGHAI, MOI & KOBE	HATTAN	Brit. str.	Roch	DOUGLAS LAFRAIK & CO.	To-day, at Noon.
YOKOHAMA, VIA SHANGHAI, MOI & KOBE	HAILEONG	Brit. str.	Gibson	DOUGLAS LAFRAIK & CO.	To-morrow, 2 P.M.
YOKOHAMA, VIA SHANGHAI, MOI & KOBE	CHILHILL	Brit. str.	Gibson	BUTTERFIELD & SWIRE	8th inst.
YOKOHAMA, VIA SHANGHAI, MOI & KOBE	ZAFIRO	Brit. str.	R. Rodger	SHEWAN, TOMES & CO.	To-morrow, 10 A.M.
YOKOHAMA, VIA SHANGHAI, MOI & KOBE	REAN	Brit. str.	R. Rodger	BUTTERFIELD & SWIRE	6th inst.
YOKOHAMA, VIA SHANGHAI, MOI & KOBE	SHAMUK	Brit. str.	R. W. Almond	SHEWAN, TOMES & CO.	9th inst., 10 A.M.
YOKOHAMA, VIA SHANGHAI, MOI & KOBE	SHAMUK	Brit. str.	W. M. Smith	DODWELL & CO. LD.	About 12th Aug.
YOKOHAMA, VIA SHANGHAI, MOI & KOBE	SHAMUK	Brit. str.	H. W. Kenrick	P. & O. S. N. Co.	About 7th inst.
YOKOHAMA, VIA SHANGHAI, MOI & KOBE	ISCHI	Ital. str.	Maganzini	CARLOWITZ & CO.	11th inst., at Noon.

"BEN" LINE OF STEAMERS.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship
 "BENARTY,"
 Captain Sachet, will be despatched as above on or about MONDAY, the 13th July.
 For Freight or Passage, apply to
 GIBB, LIVINGSTON & CO.,
 Agents.
 Hongkong, 25th June, 1904. [1575]

HONGKONG-MACAO LINE.

S.S. "WING CHAI."
 Captain Samuel Bell Smith.
 DEPARTURES from Hongkong on week days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao week days at about 2 P.M. and Sundays about 7.30 A.M.
 FARE—(week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5.
 2nd Class \$1. 3rd Class 50 cents.
 On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.
 Wharf at the Western end of Wing Lok Street.
 The Steamer runs an Excursion Trip Every Sunday, and takes only 2 hours to reach Macao.
 MING ON & CO.,
 2nd Floor, 16, Victoria Street.
 Hongkong 8th September, 1903.

HONGKONG-CANTON LINE.

THE British steamship
 "YING KING,"
 Capt. Wm. Robinson, of 1888 tons, Registered, is the newest, fastest and most luxuriously furnished steamer on the line, and is lighted throughout with electricity; hot and cold water service throughout the voyage.
 Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M., and returning from Canton every following evening at 5 P.M.
 1st Class ... \$3.60 for Single journey
 2nd ... 1.50
 Meals ... 1.00 each.
 The steamer's wharf is at the Western end of Wing Lok Street.
 YUK ON S.S. CO. LD.,
 No. 216, Wing Lok Street.
 Hongkong, 27th February, 1904. [175]

MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.
 HONGKONG-CANTON NIGHTLY SERVICE.
 THE Comedious Steamer
 "PAUL BEAU,"
 Captain Frangul, leaves Hongkong for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days, leaving Canton at 5 P.M., taking passengers and cargo as usual.
 The S.S. "CHARLES HARDOUIN,"
 Captain Merin, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.
 These two magnificent and up-to-date steamers are lighted with Electricity.
 The Saloon is under European Supervision.
 First Class European ... \$3.00
 Second Class European ... \$3.00
 First Class Chinese ... \$1.50
 Second Class Chinese ... \$1.50
 Deck ... 30
 The Company's Wharf is at the end of Queen Street, Praya West.
 For further particulars, apply to
 J. LANDOLT, Agent,
 The Pharmacy, Queen's Road Central.
 Hongkong, 23rd March, 1904. [1420]

FOR CANTON.

THE new and fast Twin-Screw Steamer
 "SAN CHEUNG,"
 951 Tons, Captain A. Murphy, will leave for Canton at 8.30 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.
 First-class Fare, \$3 each way. Second-class, \$1.50 each way. Meals, \$1 each.
 Cargo Freight very moderate.
 CHEUNG ON STEAMBOAT CO. LD.,
 No. 147, Connaught Road Central.
 Hongkong, 15th March, 1904. [127]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR SHANGHAI
 CHUSAN
 W. B. Palmer, R.N.E.
 On 1st July
 Freight and Passage.

LONDON, &c.
 BENGAL
 G. Phillips
 Noon, 2nd July
 See Special Advertisement.

* SINGAPORE, COLOMBO
 NANKIN
 H. W. Keirick, R.N.E.
 About 7th July
 Freight only.

LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES
 CANDIA
 H. E. Kitchin, R.N.E.
 About 8th July
 Freight only.

YOKOHAMA, VIA SHANGHAI, MOI, KOBE
 BOERNE
 G. W. Gordon, R.N.E.
 About 10th July
 Freight and Passage.

* Calling at Penang if sufficient inducement offers.
 For further Particulars, apply to
 E. A. FEWETT,
 Superintendent.
 Hongkong, 27th June, 1904.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER-DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, UGGERO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.
 SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATE.

NURNBERG ... HAVRE, BREMEN and HAMBURG ... On 6th July. Freight.
 C. FELD LAEISZ (Calling at Singapore and Penang) ... On 26th July. Freight.
 Capt. von Hoff ... (Calling at Singapore, Penang and Colombo) ... On 10th Aug. Freight.
 BADENIA ... HAVRE and HAMBURG ... On 10th Aug. Freight.
 Capt. Roerden ... (Calling at Singapore, Penang and Colombo) ... On 25th Aug. Freight.
 BAMBERG ... HAVRE and HAMBURG ... On 25th Aug. Freight.
 Capt. Mittelsch ... (Calling at Singapore, Penang and Colombo) ... On 5th Sep. Freight.
 ANDALUSIA ... HAVRE and HAMBURG ... On 5th Sep. Freight.
 Capt. Schmidt ... (Calling at Singapore, Penang and Colombo) ... On 5th Sep. Freight.

For Further Particulars, apply to
 HAMBURG-AMERIKA LINIE
 HONGKONG OFFICE,
 QUEEN'S BUILDINGS, No. 1.

13

OSAKA SHOSHEN KAISHA
 REGULAR STEAM-SHIP SERVICES BETWEEN
 HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
 SUBJECT TO ALTERATION.

FOR
 TAMSUI, VIA SWATOW
 AND AMOY
 FOCHOW, VIA SWATOW
 AND AMOY
 TAMSUI, VIA SWATOW
 AND AMOY
 ANPING, VIA SWATOW
 AND AMOY

STEAMERS. LEAVING
 "FRITHJOF" ... SUNDAY, 2nd July, at 10 A.M.
 H. A. HARALDSEN ... WEDNESDAY, 6th July, at 10 A.M.
 "TRIUMPH" ... SUNDAY, 10th July, at 10 A.M.
 A. HANSEN ... WEDNESDAY, 13th July, at 10 A.M.
 "M. STRUVE" ... THURSDAY, 14th July, at 10 A.M.
 "T. BRANDT" ... THURSDAY, 14th July, at 10 A.M.
 "T. KRAFT" ... THURSDAY, 14th July, at 10 A.M.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport services, and the above-mentioned chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Vaux Road Central.
 Hongkong, 20th June, 1904. T. ARIMA, Manager [115]

PORTLAND & ASIATIC STEAMSHIP CO.
 PROPOSED SAILINGS FROM HONGKONG STRAITS INLAND SEA OF JAPAN, MOI, KOBE AND YOKOHAMA FOR OPERATING WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP. TONS. CAPTAIN. TO SAIL ON.

"NICOMEDIA" ... 4,370 ... Wagner ... July ... 16th, 1904.
 "ARABIA" ... 4,483 ... Ballo ... August ... 14th, 1904.
 "ARAGONIA" ... 5,198 ... Schmidt ... September ... 14th, 1904.
 "NUMANTIA" ... 4,370 ... Schmidt ... October ... 14th, 1904.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
 ALLAN CAMERON, GENERAL AGENT.
 Hongkong, 30th June, 1904.

NORTHERN PACIFIC LINE.

BOSTON S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
LYRA	4,417	G. V. Williams	Saturday, July 9th
SHAWMUT	9,006	W. M. Smith	Thursday, September 1st
TREMONT	9,006	T. W. Garlick	Saturday, October 1st

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.
 S.S. SHAWMUT ... 9,006 tons ... W. M. Smith ... About 12th August.
 S.S. TREMONT ... 9,006 tons ... T. W. Garlick ... About 10th September.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
 For further information apply to—
 DODWELL & CO., LIMITED,
 GENERAL AGENTS.

QUEEN'S BUILDINGS.
 Hongkong, 23th June, 1904.

7

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
 "Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
 R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 13th July.
 R.M.S. "ATHENIAN" ... 5,882 Tons ... WEDNESDAY, 20th July.
 R.M.S. "EMPERESS OF CHINA" ... 6,000 Tons ... WEDNESDAY, 3rd Aug.
 R.M.S. "TARTAR" ... 4,425 Tons ... WEDNESDAY, 10th Aug.
 R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons ... WEDNESDAY, 24th Aug.

Hongkong to London, 1st Class ... via St. Lawrence ... via New York ... \$42.
 Intermediate on Steamers ... 240.
 and 1st Class Rail ...

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
 D. W. CRADDOCK, Acting General Agent.
 9, Pender Street

6

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

OCEAN STEAM SHIP CO., LD.

CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN, AND SUMATRA PORTS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"OANPA"	On 11th July.
GLASGOW and LIVERPOOL	"SARPEDON"	On 13th July.
GLASGOW and LIVERPOOL	"PELEUS"	On 23rd July.
GLASGOW and LIVERPOOL	"AJAX"	On 29th July.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP	"YANGTZE"	On 5th July.
GENOA, MARSEILLES and LIVERPOOL	"DIOMED"	On 15th July.
LONDON, AMSTERDAM and ANTWERP	"KINTUCK"	On 19th July.
LONDON, AMSTERDAM and ANTWERP	"KEEMUN"	On 2nd August.
LONDON, AMSTERDAM and ANTWERP	"MOYUNE"	On 16th August.
GENOA, MARSEILLES and LIVERPOOL	"SARPEDON"	On 20th August.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"OANPA"	On 14th July.

For Freight, apply to—
BUTTERFIELD & SWIRE, AGENTS.
Hongkong, 25th June, 1904. [10-11]

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	On 5th July.
MANILA, SHANGHAI, SWATOW, CHEFOO and TIENTSIN	"TEAN"	On 6th July.
KOBE, YOKOHAMA and KOBE	"CHANGCHOW"	On 6th July.
	"WOOSUNG"	On 7th July.
	"CHIEH"	On 8th July.
	"TAIYUAN"	On 13th July.
	"TSINAN"	On 18th July.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled Table. A daily qualified Surgeon is carried.
† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE, AGENTS.
Hongkong, 30th June, 1904. [12]

REGULAR STEAMSHIP SERVICE TO NEW YORK	STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL
VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).	(With liberty to call at Philippine Ports).
PROPOSED SAILINGS FROM HONGKONG, 1904.	THE Steamship
"RICHMOND CASTLE"	"SCHUYLKILL"
"ST. HILDA"	will be despatched on the 10th July, instead of as previously notified.
"LOWTHER CASTLE"	For Freight or further information, apply to
For Freight and further information, apply to	STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department.
Agents.	Hongkong, 25th June, 1904. [1303]

NAVIGAZIONE GENERALE ITALIANA	STEAM FOR BOMBAY VIA SINGAPORE AND PENANG
(Florio and Rubattino United Companies.)	Having connection with Company's Mail Steamers to ADEN, SEZ, PORT SAID, MESSINA, NAPLES, LIGORNO and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.
	(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)
	THE Steamship
	"ISCHIA"
	Captain Maganzini, will be despatched as above on MONDAY, the 11th July, at NOON.
	At Bombay the Steamer is discharging in Victoria Dock.
	For further particulars regarding Freight and Passage, apply to
	CARLOWITZ & CO., Agents.
	Hongkong, 10th June, 1904. [4]

THE EAST ASIATIC COMPANY, LIMITED	FOR MARSEILLES, HAVRE AND COPENHAGEN
THE Danish Steamer	"PRINSESS MARIE"
Captain Berntzen, will leave for the above ports on WEDNESDAY, the 6th July.	For Freight or Passage, apply to
For Freight or Passage, apply to	MELCHERS & CO., Agents.
Agents.	Hongkong, 17th June, 1904. [144]

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S	INTERMEDIATE LINE
The New and Well-Appointed Twin Screw s.s. "SARDINIA"	6,574 Tons, will be despatched for LONDON DIRECT on or about 21st July.
Has excellent accommodation for FIRST & SECOND SALOON Passengers at moderate rates.	To be followed by the Steamship "BORNEO"
For further Particulars, apply to	E. A. HEWETT, Superintendent.
Agents.	Hongkong, 24th June, 1904. [1593]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY	STEAM FOR FIUME AND TRIESTE (DIRECT)
Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ and PORT SAID.	(Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)
THE Company's Steamship	"PERSIA"
Captain Craghette, will be despatched as above on THURSDAY, the 21st July, p.m.	For information as to Passage and Freight, apply to
Agents.	SANDER, WIELER & CO., Agents.
Princes' Buildings.	Hongkong, 28th June, 1904. [3]

NOTICES TO CONSIGNEES

STEAMSHIP "TONKIN"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London exas. "Dordogne", from Havre exas. "Dordogne", in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, the 28th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining uncollected after Tuesday, the 5th July, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 5th July, or they will not be recognized.

All damaged packages will be examined on Tuesday, the 5th July, at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 28th June, 1904. [2]

OCEAN STEAMSHIP COMPANY, LIMITED.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"MOYUNE".

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be of Consignees risk.

The Cargo will be ready for delivery from Craft or Godown on and after the 3rd inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 a.m. on the 5th prox.

No Claims will be admitted after the Goods have left the steamer's Godown and all Goods remain undelivered after the 5th prox., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 8th prox., or they will not be recognized.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 24th June, 1904. [10-11]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to book cargo and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE, as hitherto by the steamer of the NORTHERN PACIFIC S.S. CO. BOSTON STEAMSHIP CO. and TOWBOAT CO.'S, OCEAN S.S. CO., and CHINA MUTUAL S.N. CO.

For Further Particulars, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 20th May, 1904. [1269]

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GRIMAULT'S INDIAN CIGARETTES

Asthmatic people who suffer from Oppression in breathing, stifling sensations, Hoarseness, Irritability, Coughs, colds, Whooping, Bronchitis, Catarrhal affections, and difficulty in Expectoration, are promptly relieved by these Cigarettes.

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Renowned Physicians prescribe Grimault's Matico as the most active and at the same time the most inoffensive remedy in the treatment of Acute and Chronic Discharges. The Capsules, unlike Copaliba, have not the inconvenience of producing Nausea.

MATICO INJECTION is used in recent and MATICOCAPSULES in the chronic cases.

GRIMAULT & CO., Paris, sold by all Chemists.

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GENUINE NATURAL MINERAL WATER SPARKING OF THE FRENCH GOVERNMENT

HOPITAL Diseases of the Stomach GRANDE-GRILLE Liver complaints CELESTINS Cont. Gravel, Diabetes

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